THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER

VOLUME V NUMBER 35 September 26, 1968

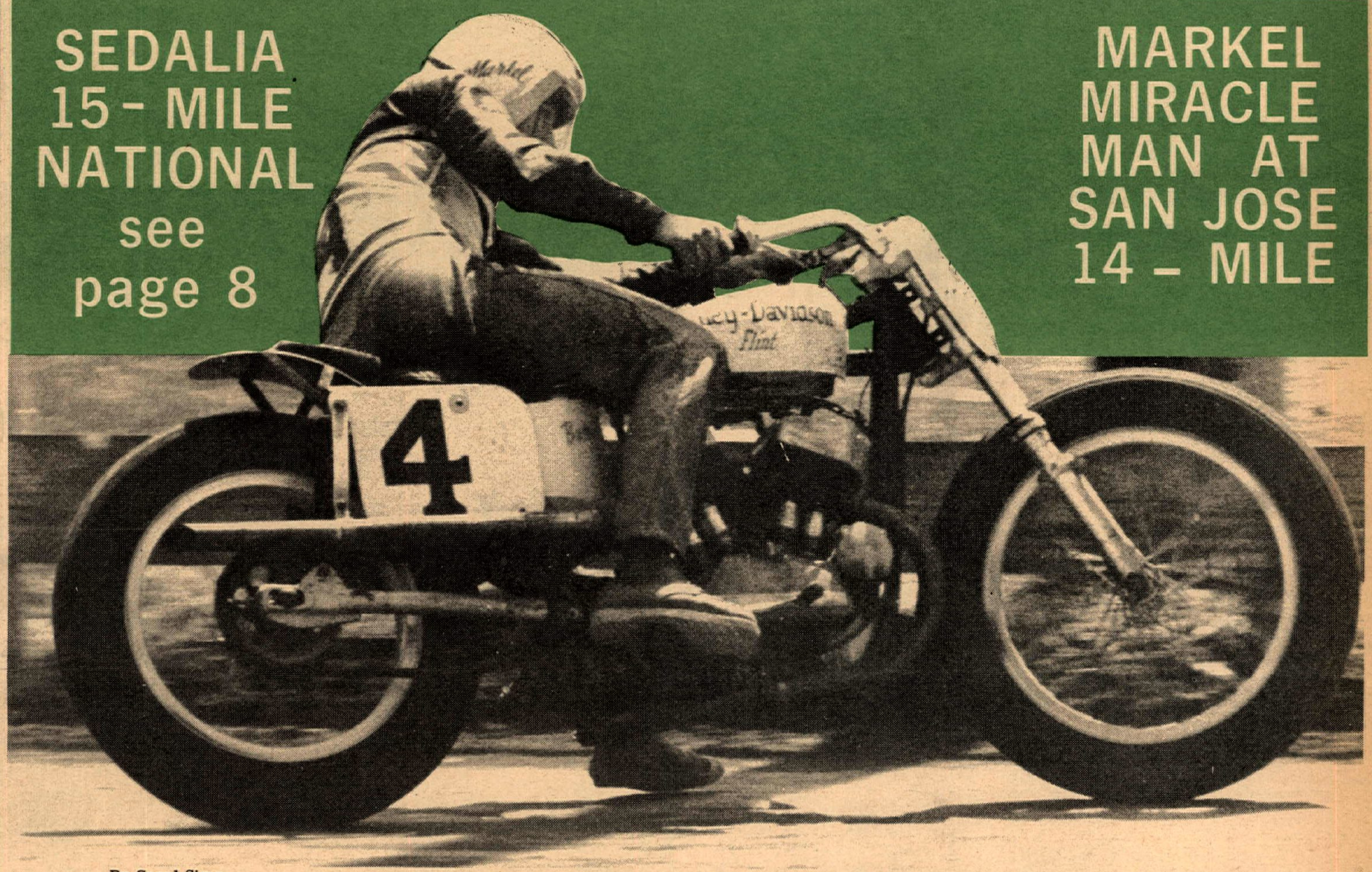
CYCLE NEWS

WEST 25¢

FEATURING: *Two AMA National Championships Carlsbad Moto-Cross Short Tracking Here and There AFM Vaca Valley Road Race Three Class A Speedway Events Spoke Benders European Scrambles*

SEDALIA 15-MILE NATIONAL see page 8

MARKEL MIRACLE MAN AT SAN JOSE 14-MILE



The man of the day at San Jose – Bart Markel. The Harley-Davidson miracle worker from Michigan was fastest overall qualifier, winner of the fastest heat race, then took the lead in spectacular fashion on lap one of the 14-Mile National Championship final and stretched his lead to the final.

By Carol Sims
Photos by Dennis Greene and Jim Chini

SAN JOSE, Cal., Sept. 1 – With only 50 points separating the top four Expert riders on the AMA National Championship circuit, more than the usual amount of suspense accompanied the running of the 2nd Annual 14-Mile National promoted by Bob Barkhimer on the Fairgrounds half-mile dirt track at San Jose.

Cay Rayborn held the season lead over defending Grand National Champion Gary Nixon (497-484), and Fred Nix was a mere eight markers ahead of Bart Markel (455-447). But a fat 53 points would go to the San jose winner and all the top contenders were on hand. Still, true sportsmanship was evident; H-D rider Rayborn even loaned Triumph tiger Nixon an A&S tire for his front wheel before the race.

In time trials Markel's Ed Warren-tuned Harley clocked the quickest one-lap tour at 29.21, with Nixon only 1/100th of a second behind.

Then came three 10-man Expert heats. The first three finishers transferred directly to the 14-mile final; places 4, 5 and 6 went to the semi from which three riders would complete the 12-man National field.

Markel zipped to fastest 10-lap heat race time, working up from 4th place to take over the lead from Gene Romero (Triumph) on lap seven. Third was Rayborn. Nixon came through for the next preliminary win ahead of Roger Reiman (H-D) and Art Barda (Velocette). Final heat went to Nixon's Triumph cohort, Chuck Palmgren, who pushed his way from 3rd to beat out Harley-mounted newlywed, Mert Lawwill, and Nix (H-D), who was suffering from a bad case of the flu but competing nonetheless.

In the semi-final, Dan Haaby (H-D) grabbed a quick lead and stretched it out to the finish, winding up in front of Dusty Coppage (Triumph) and Ralph White (BSA) for the last three transfer spots.

Thus an all-National Number lineup prepared to wage war on the San Jose oval which, despite attempts at proper track maintenance, was its usual rough, dusty low-groove self. Still, conditions were the same for everyone.

Markel Moves!

Into the first turn they flew, Reiman in the lead, Palmgren right on his tail. But as the thundering pack approached turn two, Bart Markel made his move – on the outside! Miraculously creating his own private high groove, Bart swept past the front-runners, squared it off in mid-turn and dove into a solid lead, accompanied by the screams of spectators who couldn't believe their eyes. Markel's maneuvers in that turn alone were worth the price of admission, displaying as they did the ultimate effort of a true champion racer.

Never again was the Flint Flash to be challenged throughout the 28-lap grind, as he had built up a full straightaway lead by the fourth time around. But plenty of frantic action took place behind him. Reiman was overtaken for second by Palmgren on lap three, then Nixon moved by Roger to challenge his teammate and grab second place one round later.

Soon after, both Romero and Haaby got around Reiman, making it a tight four-way go for runnerup spot. Not until lap 18 was Haaby able to pass Romero, however, and then he had the Triumph teamwork of Nixon and Palmgren to contend with. While Nixon went into the turns low, Palmgren would throw his machine sideways – taking up lots of racing room and forcing Haaby to go wide or back off.

(Continued on page 12)

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL SCHEDULE

SEPTEMBER 8–11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif.–California Rodeo grounds–Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 – 25 MILE NATIONAL

Championship at Calif. State Fairgrounds 1-mile dirt track, Sacramento, Cal. Promoted by J.C. Agajanian, $10,000 purse, time trials 12 noon, races 2:30 p.m. Entries from AMA or Dist. Referee, entries close Aug. 25.

SEPT. 15 – 150 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Schuyler County MC, Rd 1, Cayuta, N.Y. –Schuyler & Tompkins Counties–Entries from AMA or promoting club.

SEPT. 21-22–500 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Lansing MC, P.O. Box 1293, Lansing, Mich.-Entries from AMA or promoting club.

SEPT. 29 – 9 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Mar-Car, Inc., Box 75213, Oklahoma City, Okla. 73107–Entries from AMA or District Referee. Entries Close Sept. 8.

SEPT. 29 – 135 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Meteor MC, 1124 Kaighn Ave., Camden, N.J.–Southern New Jersey–Entries from AMA or promoting club.

OCT. 6 – 100 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Chautauqua Lake Cyclists MC, Cowing Rd. RD #4, Jamestown, N.Y.–Busti, N.Y. Entries from AMA or promoting club.

OCT. 12 – 8 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries Close Sept. 21.

OCT. 13–145 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Midwest Enduro Team, 3110 Ringer Rd., St. Louis, Mo. 63125–Old Mines, Missouri – Entries from AMA or promoting club.

OCT. – SPORTSMAN NATIONAL

CHAMPIONSHIP ROAD RACE Florida Harley-Davidson Dealers Assn., Miami, Fla.

– 160 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Riverside Bombers MC, Riverside, Calif.

EVERY WEDNESDAY NIGHT

QUARTER-MILE FLATTRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. 125-250-Open classes, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

SPORTSMAN TT RACES at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. All classes, runs in conjunction with flattrack, pits close 8 p.m. For info call (714) 528-4290.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Ft. Sutter & Sacramento Trackers M.C.'s at Sacramento Nat'l Raceway, Sacramento, Cal. Take Jackson Rd. or Hwy 16 to Excelsior, no. 1/2 mi.

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore.

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. at San Fernando Rd., Pacoima, Cal. Races 8 p.m., $2.50 adults, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc. For info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. For info call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

1st SAT. NIGHT OF EACH MONTH

AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

EVERY SUNDAY

CLASS A SPEEDWAY RACING at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 5 p.m., race 7 p.m. 40% purse. Phone: (213) 923-7115.

ONE-DAY MOTORCYCLE TOURS starting at 10 a.m. from Roehr Bros. Sportcycle Center, 317 N. Victory Blvd. (between Magnolia and Olive), Burbank, Cal. For info call (213) 842-4847.

SATURDAY, SEPTEMBER 7th

SCRAMBLES by Explorer Post 305 at Madera Fairgrounds, Madera, Cal. Sign-up 5:30-7 p.m., race 7:45 p.m. For info or entry Explorer Post 305, 424 S. "A" St., Madera, Cal. Ph: 673-3146.

SUNDAY, SEPTEMBER 8th

50-MILE "RUFF" SCRAMBLES by Sage-Hoppers M.C. at Encinitas, Cal. AMA sanc., prac. 9 a.m. Limed from Interstate 5 & Encinitas Bl. For info call Bob Gooding (714) 753-2907.

ENGLISH TRIALS presented by Silver City Scramblers M.C. at Las Vegas, Nev. Limed from Tropicana & Strip. For info call (702) 384-3024.

TIMED ROAD RUN from Honda Oxnard, 1032 S. Oxnard Bl., Oxnard, Cal. All size machines, signup 11 a.m., 1st man out 12:01 p.m. For info call Bob at 487-2701 in Oxnard.

DEALERS & SAN DIEGO CO. ROAD RIDERS ASSN RUN, AMA sanc., SDCRRA Pt. Run. For info call 469-6845 or 274-1895 in San Diego, Cal.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., night race. For info call (916) 742-7785.

CALIF. STATE CHAMPIONSHIP HARE & HOUND by Shamrocks M.C., limed from Red Rock Canyon, 17 mi. no. of Mojave, Cal. Two 50-mile loops, start 9 a.m.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77, Brush Prairie, Wash. 98606.

TUESDAY, SEPTEMBER 10th

250cc CLASS A SHORT TRACK at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Gates open 6 p.m., race 8 p.m. 40% purse, fuel burners welcome. Ph: (213) 923-7115.

SATURDAY, SEPTEMBER 14th

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal. Night race.

AMA PROFESSIONAL SHORT TRACK at Horse Show Arena 1/8-mile track, old Calif. State Fairgrounds, Stockton & Broadway, Sacramento, Cal. Nov./Am./Exp./, $900 purse, 14 events. Pract. 7 p.m., race 8:30 p.m. For info call Agajanian Enterprises (213) DA 3-5055.

PROFESSIONAL 1/4-MILE SHORT TRACK, promoted by Barkhimer Assoc. at Petaluma Fairgrounds Speedway, Petaluma, Cal. $600 purse, AMA sanc. Sign-up 5:30-7:15, race at 8:15 p.m.

SUNDAY, SEPTEMBER 15th

HARE & HOUND by Antelope Ramblers M.C., Dist. 37 AMA pt. run. Limed from Red Rock Canyon, Cal. 10 a.m. start. For info call 787-7361.

TT SCRAMBLES presented by Hill & Gulley Riders M.C. in Las Vegas, Nev. For info call (702) 384-3024.

SCRAMBLES by Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. AMA sanc., noon start. Limed from Hwy. 101 Bakersfield exit (Hwy. 166 East). More info: Box 2177, Orcutt, Cal. or (805) WE 7-5836.

POKER RUN by Roamin' Wheels M.C. of Pacifica, Cal. AMA sanc. Starts from Mustache's Pizza Parlor, on Skyline in San Bruno, Cal. at 9 a.m. For info call Dave Mori at (415) 359-5880.

AFM NATIONAL RACE at Carlsbad Raceway, Carlsbad, Cal. All GP & Prod. classes. For info call John McGillivray (213) 222-1303.

ACA MOTO-CROSS at Saddleback Park, Cal. Jr. & Sr. 100-Open, pits open 8:30 a.m., race 11:30 a.m.

SCRAMBLES at Castle Rock Fairgrounds, Castle Rock, Wash. For info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

1st ANNUAL POKER RUN by Spinning Spokes M.C. Call (714) 893-6811 for info. RRC pt. run.

MOTO-CROSS by Desert Challengers M.C. at Deadman's Point, Apple Valley, Cal. New track, 8 classes, Jr. & Sr., entries til 10, race 11 a.m. For info (213) 845-6448.

SATURDAY, SEPTEMBER 21st

SHORT TRACK RACES by North Bay M.C. at Sonoma Co. Fairgrounds arena, Santa Rosa, Cal. signup & prac. 5:30-6:45 p.m., race 7:30 p.m. AMA sanc.

4-STAR PROFESSIONAL AMA HALF-MILE DIRT TRACK RACE by Visalia Ramblers M.C. at Tulare Fairgrounds, Tulare, Cal. Signup 3-5 p.m., pract. 5 p.m., race 8 p.m. For info call (209) 688-0322.

SAT. & SUN., SEPT. 21 & 22nd

1st ANNUAL 100cc TT GRAND PRIX by Experts M.C. of San Diego at Mesa Speedway. Info from Experts M.C., 215 Paden Dr., Spring Valley, Cal. or Earl Roloff at (714) 479-3209.

SUNDAY, SEPTEMBER 22nd

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Sept. 18. AFM Nat'l pts.

MOTO-CROSS at Enumclaw, Wash. Follow signs from Auburn, Wash., just no. of Tacoma. For info contact Seafair M.C., P.O. Box 936, Auburn, Wash.

1st ANNUAL 100-MILE HARE SCRAMBLES by 100's M.C. Limed from Lucerne, Cal., starts 9 a.m., Dist. 37 pt. run, AMA sanc. For info call (213) 332-3285 or (213) 966-7113.

TT SCRAMBLES by Prospectors M.C. at Perris, Cal. Dist. 37 pt. run, 8:30 a.m. start. For more info call (213) 674-5782.

CYCLE NEWS

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CALENDAR

SCRAMBLES by King City Wheelers M.C. at King City Fairgrounds, King City, Cal. AMA sanc., Dist. 35 pts. Signup 8:30-11, prac. 9:30-11, race 11:30 a.m. For info contact Jim's Cyclery, King City, Cal. Phone: 385-4230.

JOHN BAGLEY BENEFIT RUN by Golden Eagles M.C. Starts from H-D of Fullerton 537 W. Valencia, Fullerton, Cal. from 8-10 a.m. For info (714) 827-5478 or after 6 p.m. (714) 535-8666.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., night race. For info call (916) 742-7785.

PROFESSIONAL 1/4-MILE SHORT TRACK, promoted by Barkhimer Assoc. at Petaluma Fairgrounds Speedway, Petaluma, Cal. $600 purse, AMA sanc. Opens 11 a.m., qual. 1 p.m., race 2:30 p.m.

CHAMPIONSHIP SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77, Brush Prairie, Wash. 98606.

AFM NAT'L CHAMPIONSHIP GRAND PRIX ROAD RACE at Vaca Valley Raceway, Vacaville, Cal. $500 purse for GP, trophies for Prod. For info contact 4810 Daisy St., Apt. B, Oakland, Cal. 94619. (415) 536-2950.

HARE SCRAMBLES by Hi-Jinx FMC at El Mirage Dry Lake. Limed from Adelanto, Cal. 9:30 a.m. start, no affil. 100cc max. (213) 425-9652.

SAT. & SUN., SEPT. 28 & 29th

AAMRR AUTUMN NAT'L ROAD RACES at Indianapolis Raceway Park, Indianapolis, Ind. Sat. prac. & street classes, Sun. GP classes $1500 purse & overage. Entries close Sept. 16, contact AAMRR, 111 42nd St., Union City, N.J. (201) 867-5900.

MOTORCYCLE WEEKEND by Silver Queens M.C. of Las Vegas, Nev. For info contact Vegas Cycle Center, 1020 E. Fremont, Las Vegas, Nev. (702) 384-3024.

SUNDAY, SEPTEMBER 29th

SPORTSMAN ROAD RACES by Southwest M/C Racing Assn. at Green Valley, Texas. For info contact Races, 2507 T.C.U. Ave., San Angelo, Tex. 76901. (915) 949-1030.

ACA 12-HOUR PRODUCTION GRAND PRIX, Willow Springs International Raceway, Rosamond, Calif. 9:00 a.m. to 9:00 p.m. All classes. Info (714) 528-4290

3rd ANNUAL CRUISERS TOUR by Santa Ana Cruisers M.C. Call (714) 842-2976 for info. RRC pt. run.

HARE SCRAMBLES by Oasis M.C. at Fallon, Nev. has been CANCELLED.

SATURDAY, OCTOBER 5th

SHORT TRACK RACES by North Bay M.C. at Sonoma Co. Fairgrounds arena, Santa Rosa, Cal. signup & prac. 5:30-6:45 p.m., race 7:30 p.m. AMA sanc.

SAT. & SUN., OCT. 5 & 6th

MAMMOTH MOUNTAIN MOTO-CROSS at Mammoth Lakes, Cal. For race info and accommodations write Hi Sierra M.C., Box 482, Mammoth Lakes, Cal. 93546. Mail entry closes Oct. 1, post entries available.

4th ANNUAL INDIO M/C TOUR by Pacific Coasters M.C. AMA 1968 Tour Awards, 125 trophies, for info contact local H-D dealer or write Pacific Coasters M.C., 4502 Gila Ave., San Diego, Cal. 92117.

SUNDAY, OCTOBER 6th

ANNUAL CACTUS DERBY by Riverside Bombers M.C., AMA sanc., 7:01 a.m. start, 8 mi. so. of Barstow, Cal. take Central Barstow offramp. Mail $5.00 entry to Gene Lindley, Box 1002, Cherry Valley, Cal. 92223. Close Sept. 22, post $7.00.

SATURDAY, OCTOBER 12th

2nd ANNUAL PACIFIC COAST CHAMPIONSHIP MOTO-CROSS & SCRAMBLES Expert entry limited to 25, unlimited Nov./Exp. Scrambles entry (5 classes). Scrambles 9 a.m., Moto-Cross 12 noon. For info contact Seafair City M.C., P.O. Box 963, Auburn, Wash. or call (206) TE 3-7313 or UL 2-8941.

SUNDAY, OCTOBER 13th

4th ANNUAL FIELD MEET by Playboys M.C. Call (213) 677-9033 for info. RRC pt. run.

SUNDAY, OCTOBER 20th

HARE SCRAMBLES by Silver City Scramblers M.C. at Las Vegas, Nev. Dist. 37 pts. For info contact Vegas Cycle Center, 1020 E. Fremont, Las Vegas, Nev. (702) 384-3024.

SCRAMBLES by 13 Rebels M.C. at Perris, Cal. Cheaters – honest starter, Bernie. 8 a.m. start, small bores 8-12, big bikes thereafter. For info (213) 771-2539.

SUNDAY, OCTOBER 27th

POKER RUN by Rebel Rousers M.C. Call (213) 444-9644 for info.

AFM NAT'L CHAMPIONSHIP GRAND PRIX ROAD RACE at Cotati Raceway, Cotati, Cal., so of Santa Rose on Hwy. 101. $500 purse for GP, trophies for Prod. For info contact 4810 Daisy St., Apt. B, Oakland, Cal. 94619. (415) 536-2950.

SUBSCRIBE TO CYCLE NEWS

NEW TACO 99 ADDS POWER TO PROVEN DESIGN MINI-BIKE

Steen's Inc., of Alhambra, Cal., builders of the well-known Taco mini-bike line – have added a new model, the Taco 99. Replacing model 66, which used a two-cycle engine, the new fun bike delivers a full 5 horsepower from its reliable, four-cycle Briggs-Stratton powerplant. Advantages include low-speed torque characteristics, ease of tuning and maintenance, and a less finicky nature regardless of altitude and weather conditions.

Using the same fully-suspended chassis as the Taco 44, the 99 has 66% greater power while adding but six pounds of weight, making it the ideal mini-bike for the full-grown fellow who wants robust action in off-road recereation. Total weight is just over eighty pounds.

In common with the Taco 22 and Taco 44, the 99 has baked metallic blue enamel over a jig-aligned tubing frame, precision-cast aluminum wheels fitted with 11-1/2 inch studded tires, and pleated design, vinyl covered, foam rubber saddle.

Swinging arm rear suspension is sprung on Ceriani units for comfort and rough-surface handling; power through an automatic clutch and secondary sprocket shaft allows selection of final drive ratios to suit conditions.

The Taco 99 sells for $189.50 and is available at over 400 dealers from coast-to-coast and in Canada, or direct from the manufacturer, Steen's Inc., Box 2276 CN, Alhambra, Cal. 91803.

M.M.M-C
OCT. 5&6
CASH

SUNDAY, NOVEMBER 3rd

2nd ANNUAL "MONSTER RUN" by world renowned Kern Co. Trailblazers M.C., somewhere in the scenic wilderness of Kern Co. Details later.

NOVEMBER 4th THROUGH 7th

MEXICAN 1000 ENSENADA TO LA PAZ RUN entries now being accepted. Contact NORRA, Inc., 19720 Ventura Bl., Woodland Hill, Cal. (213) 883-4140.

SUNDAY, NOVEMBER 10th

TT SCRAMBLES by Silver City Scramblers M.C. at Las Vegas, Nev. Dist. 37 pts. For info contact Vegas Cycle Center, 1020 E. Fremont, Las Vegas, Nev. (702) 384-3024.

SAT. & SUN., NOV. 23 & 24th

CATTLE CALL RUN by Mary's Men M.C., AMA sanc., SDRRA pt. run. Start finish at Cattle Call Arena, Brawley, Cal. 8 a.m. For info, Mary's Men M.C., 4588 50th, San Diego, Cal. 92115.

SUNDAY, DECEMBER 10th

SOUTHERN NEVADA TT CHAMPIONSHIP by Vegas Valley M.C., Las Vegas, Nev. For info contact Tom's Cycle Center, 1030 S. Main, Las Vegas, Nev. (702) 382-6600.

SHAMROCK'S
♣ M.C. ♣
California State Championship
HARE & HOUND
Start 9 a.m., Sept. 8th, 1968
LIMED FROM RED ROCK CANYON, 17 miles North of Mojave
$4.25 ENTRY FEE
Trail Bikes GO ALL THE WAY and Start at 9:30
Two – 50-Mile Loops
★ ★ ★ Cry Babies and Pit Racers Stay Home ★ ★ ★
TROPHIES: 1st 20. Plus Classes -- Finisher Pins
RADIO AND RESCUE 3

MOTO-CROSS
SEPT. 15th
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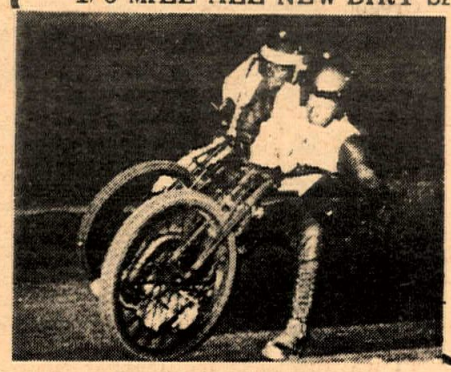

AFM
NATIONAL CHAMPIONSHIP
ROAD RACE
SEPTEMBER 15th
CARLSBAD RACEWAY
(Take Palomar Airport Road off Interstate
5 just So. of Carlsbad, Cal. go East 7 miles.)
FIRST RACE 12:30 ADMISSION $2.50

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EXCITING - ACTION PACKED
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CLASS A SPEEDWAY RACING
EVERY FRIDAY NIGHT
See the thrilling JAP & ESO 500cc singles that put out 55 horsepower to the rear wheel. Broad slidings the full 1/5 mile oval, two, three and four abreast.
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CHILDREN 8–12 $1.00
UNDER 8 FREE
GATES OPEN 6:30
FIRST RACE 8:15
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18400 S. Vermont-Gardena
Easly Reached – Just Off
Harbor & San Diego Frwys.

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Advertising rates and circulation information will be sent upon request.

VOICES OF THE WEST

MAUREEN ADMIRER

The enclosed shot taken at Corriganville this year proves that the Cycle News "Troops" are working. Maybe that's why you scoop the regular magazines, but that Maureen "L" has got the damndest style of taking pictures. One of these days someone is going to pinch her behind, if I don't...

I failed to see Maureen Lee's name listed on your staff roster in the weekly issue of Cycle News...would be nice to list Contributing Reporters like other publications. (Ed. note: All 135 of them?)

Since I have been exposed to cycle racing because of my son Jeff Robin I have become an avid spectator and reader of Cycle News and must give you credit for accurate, fast and honest reporting.

Thank you for improving a good clean sport that both young and old can enjoy.

SI ROBIN
Van Nuys, Cal.

("Anyone care for a pinch?")

OPEN LETTER TO DIRT DIGGERS

I want to congratulate your club for the very efficient way in which you ran your scrambles last July. It was a tremendous accomplishment considering the number of entries you had. Your club has established a reputation for running outstanding events, a fact proven by the turnout you always get.

I have ridden your Grand Prix every year since its origin and consider it the best and most enjoyable sportsman event in the country. I have ridden in Arizona, California, Texas, Oklahoma, New Mexico, Louisiana and Mexico, so my opinion is not the result of a lack of experience. In 1966 and '67 I didn't race at all except your Grand Prix. The fun I have always had and the tradition you have established brought me out of "retirement" for your event. This brings me to the point of my letter – at last.

I was talking to one of your members (I think his name is Sam) at the Dirt Diggers North event the week after your scrambles. He said that you might have to relocate your Grand Prix because of financial problems. I think that if at all possible you should keep it at Corriganville (Hopetown). You have established a wonderful tradition with the Grand Prix and I feel it would lose a lot of that tradition by being relocated. It would be like riding Catalina in "Beautiful Downtown Burbank." Hoever, the Dirt Diggers club has an exceptionally good reputation and would draw riders to an event anywhere (even Anacapa Island).

Even though the $7.00 entry fee is no "year-end special bargain," I for one would be willing to pay an extra dollar directly to the club to help defray the cost of sponsoring the Grand Prix. I hope by publishing this, Cycle News will get the reaction from other riders. Thank you again for all the great times you have provided me by staging your outstanding events.

JACK M. COLVILLE
Sparks, Nev.

THANKS FOR THE HELP

I would like to thank Rescue 3 for the help I received when injured during the race put on by the Spoke Benders M.C. on Sunday, August 25. And a special thanks to District 37's helicoptor for the efficient transportation to the hospial.

Thank you all.

JOHN LANDRY
#248M
Lomita, Calif.

I NEED MY FORK CROWN

Perhaps you can help me with a problem. Will the Hodaka rider who broke his fork crown at the Carlsbad Moto-Cross on 8-11-68 please either send back the one he borrowed from me, or $11.00? My bike looks sort of sad sitting there without its crown.

Sure wish they had some racing up here in San Francisco like I saw at Encinitas and Carlsbad.

In case he lost my address it's,
ED HINDES
1700 El Camino Real
Rue 2-24
So. San Francisco, Cal. 94080

Legislative Notebook

By Barbara Adams Dahms

The Invisible Motorcycle

Two boys sat on a motorcycle, stopped, off the road. An automobile speeds along the road, crashes into the bike. One of the boys is dead, the other seriously injured. The driver's excuse..."I didn't see them."

Two boys on a cycle are riding down the highway. They are followed too closely by an automobile. The driver's wife keeps saying, "Watch out for those kids." The cyclists signal for a left turn and slow down. The automobile runs over them. Both are dead. The driver's excuse..."I didn't see them."

A boy and a girl on a motorcycle approach an intersection with a green light. A truck is waiting to make a left turn. Just as the cycle enters the intersection the truck turns. The cycle runs under the truck. Both rider and passenger are dead. The driver's excuse..."I didn't see them."

There is no argument that a motorcycle is somewhat smaller than an automobile, considerably smaller than a truck. But it is larger than a bicycle, a pedestrian, or a rock in the road. One of the requirements for obtaining a driver's license is to be able to see.

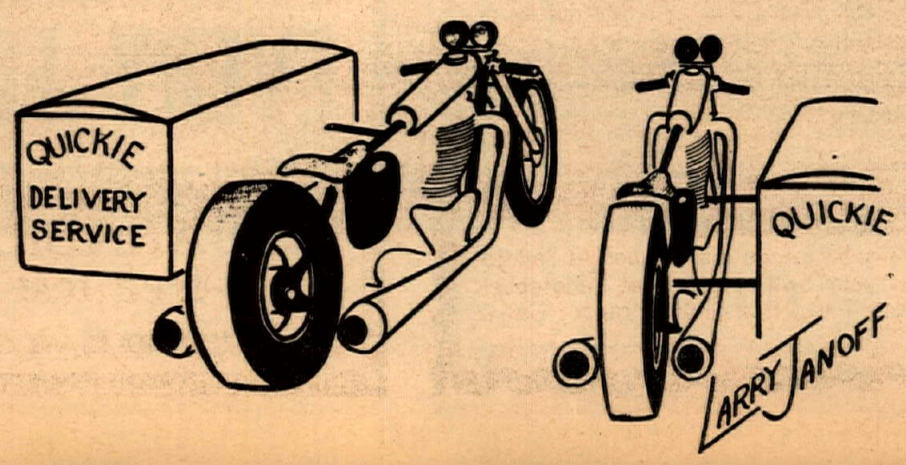
It has long been accepted that the driver behind is legally responsible to avoid the automobile in front whatever maneuver it makes. Why doesn't this apply to a motorcycle in front? The oncoming traffic always has the right of way over a left turning vehicle. Why should the "invisibility" of a motorcycle lessen this responsibility in any way? Specific legal advantages have been given pedestrians in California and it has become the responsibility of the auto driver and the motorcycle rider to see them and avoid them. Perhaps it is going to be necessary to give specific advantages by law, to the cyclist. And if it is necessary it must be done. Putting helmets on the rider's head as has been done throughout much of the nation is not making the rider more visible and it is not preventing these accidents.

Perhaps the problem will be improved by training the automobile driver. Driver training programs which put emphasis on the specifics of motorcycle operation will make the autoist more aware of the cyclist. But there are hundreds of thousands of auto drivers on the highways who were not trained by a driver training program. What about them? How do we become visible to them?

Motorcycle people can do their part by being as obvious as possible. Using lights in the daytime attracts attention ("Hey, your light's on!") and is thus a safety feature. A special configuration of lights that is unmistakably a motorcycle should be designed by the industry. Attention-getting clothes and cycles and even the often-objected-to noise can be a safety factor. How many times does one hear before even seeing a cycle? In the garbage of lights and shapes that affront the eyes of the motorist on a busy city street the motorcyclist needs all the help he can get.

But ultimately the seeing or not seeing is in the mind and not the eyes. The truck is doubly visible to the car because the mind says, "If that hits you, it's all over." The motorcycle will never have this kind of advantage. It is going to take the legislature, the very safety-conscious legislature, to make the motorcycle visible by enacting the kind of law that makes it the RESPONSIBILITY of the driver to SEE THE MOTORCYCLE...to make the mind or the driver see the cyclist.

"Invisibility" is really no excuse.



Salinas Nat'l This Sunday

A first-time AMA National Championship race on the West Coast is scheduled for this Sunday, Sept. 8 at the Salinas, Calif. Fairgrounds half-mile track. Eleven miles in length, the vent will put all leading contenders on equal terms, since no actively competing riders have even seen - much less raced on - the fairgrounds dirt oval.

Race manager Bob Day announces that 17,000 seats will be available for the Championship event, which should be a thriller, especially with the National point battle so tight.

Pre-race favorite is Bart Markel, who will be looking to grab the point lead and come another step closer to the all-time career record of 27 National wins set by Joe Leonard. Markel now has 24 victories under his belt, five of which he has taken this year - four on the half-mile, and one TT.

Pit gates open at 8 a.m., race time is scheduled for 2:30 p.m.

SACRAMENTO 25-MILE NATIONAL FACTS

WHAT: 25-Mile National Championship AMA Motorcycle race, the longest and richest motorcycle flattrack race in the United States.

WHEN: Sunday afternoon, September 15, 2:30 p.m.

WHERE: Old California State Fairgrounds, Sacramento, California.

WHO'S RACING: A field of more than one-hundred riders from all parts of the United States including former AMA Grand National Champions, Bart Markel, Roger Reiman, Dick Mann, and defending champ Gary Nixon, plus former Sacramento winners Mert Lawwill and Fred Nix.

SANCTION: This race is santioned by the American Motorcycle Assn., and will count toward the 1968 AMA Grand National Championship.

COURSE: The track is a one-mile dirt track.

LENGTH OF RACE: 25-miles, the longest flattrack race in the nation.

STARTING FIELD: The field will be limited to twenty starters, qualifying by their finishing position in heat races prior to title event.

PURSE: This year's purse is $10,000, making this the richest oval track motorcycle race in the nation.

BIKES: The race is open to standard catalogued production motorcycles, and at least 200 of the same model with identical engines and transmission must be available for sale within the United States. Side-valve engines are limited to a maximum piston displacement of 45.70 cubic inches, while overhead valve engines are restricted to a maximum of 30.50 cubic inches.

SPEEDS: The Sacramento track with its long straightaways is one of the fastest in the nation. Straightaway speeds of over 125 miles per hour are common. The one lap track record is 40.43 seconds, for an average speed of 89.05 mph.

TICKETS: Admission tickets are priced at $5.00 for general admission, on sale race day only, $6.00 for reserved cover grandstand seats, and $7.00 for box seats. They are on sale at the Civic Theater Box Office, 1419 "H" Street, Sacramento, Calif. Also at many motorcycle shops in Northern California, or from Agajanian Enterprises, P.O. Box 98, Gardena, Cal. (213) DA 3-5055.

RAIN CAN'T STOP ELSINORE REGULARS

By John Taylor

ELSINORE, Cal., Aug. 23 – The regular Saturday night scrambles got underway in a normal fashion without the slightest premonition of disaster. Events moved along calmly right up until the tenth race when suddenly the stopper was pulled on that great water truck in the sky and it RAINED.

A few drops dribbled down as a warm-up and then the rain took the starter's flag along with the Open Novices and really began to pour. There followed much slipping and sliding as the near-blinded riders groped their way through turns where the traction had turned to super-slick slime. In typically unpredictable fashion, Mom Nature seemed to notice the checkered flag at the same moment the riders did as not a drop was falling and the stars were shining within two minutes.

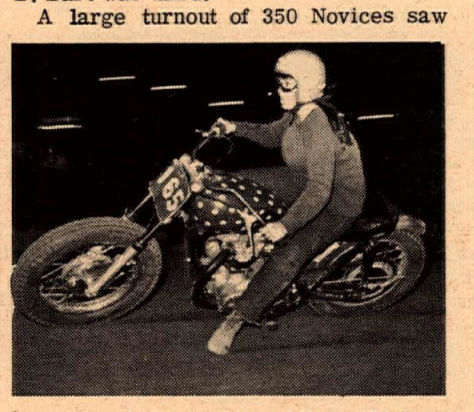
Impromptu Car Event

After the starter almost landed on his posterior while strolling across the track, a huddle was called and it was decided things were too wet to plow. While waiting for the track to dry, cars were called onto the track to speed the process. There followed one of the most entertaining intermissions seen in a long time as every frustrated Parnelli Jones in the pits roared out to show his stuff. They drove everything from a ratty Ford panel to a Chevy-powered Jeep. With the flagmen keeping the cars spaced fairly far apart, fender-bending danger was kept to a minimum and everyone seemed to have a blast trying the track on four wheels for a change. The track dried remarkably fast and racing was held up for only about forty-five minutes altogether. The smooth, damp, packed surface offered great racing for the remainder of the evening.

Both of the 100 Novice Mains were won by relative newcomers to the Elsinore winners' circle. The first Main went to B. Hardin riding a Suzuki followed by L. Bird's Yamaha with D. Dewitt third. The second Main was taken by J. Dunn on a Bridgestone with Kawasaki-mounted C. Hiland second and T. Berry third. The 100 Expert Main was also somewhat of an upset as superfast D. Aldana, the usual winner, could manage no better than third. D. Hopkins won the trophy with a big lead over second place K. Tennis.

The 250 Novice Main saw Yamaha's win streak ended by the Husky of T. Gayle. A Yamaha managed to take second with L. Bochkay doing the honors followed by 'Taco rider C. Smith. Bultaco vindicated itself by sweeping the 250 Expert event. J. Sprague grabbed first with hard riding J. West a close second. B. Bart was third.

A large turnout of 350 Novices saw

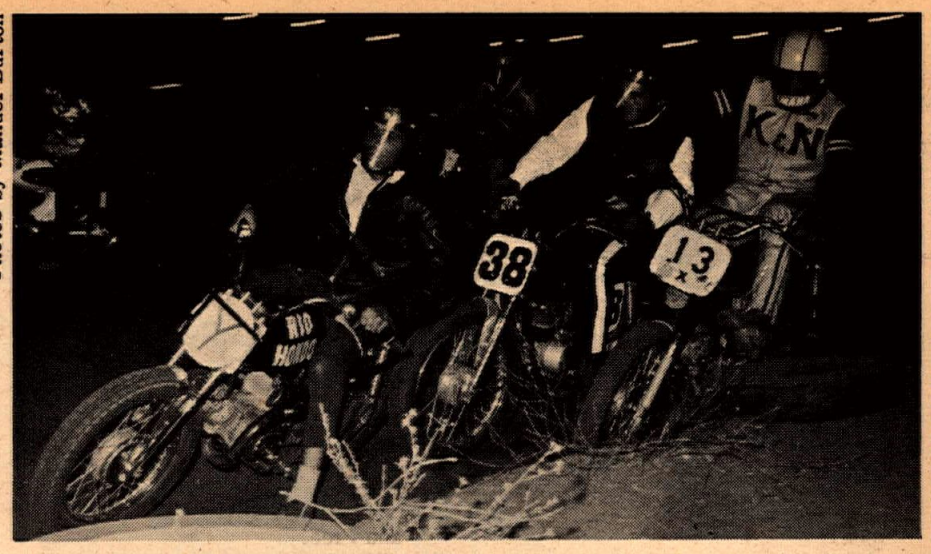


Wow, it's a girl! Lana Paige riding at Elsinore in the 650cc class against the men and looking good.

the Ducati thumper do the deed to all the hot two-strokes as D. Rich won a well earned trophy over a hot CZ and Bandido.

E. Walker again turned back a swarm of BSA Victors with his trusty Triumph twin in the 500 Novice event. Ex-Triumph rider G. Nord took second with R. Meyer third. The 500 Expert class had the added excitement of Class C Expert Carl Patrick and Ascot regular Cal Rader. In the three Motos the Elsinore experience of D. Lenar proved to make the difference as he came out on top with Patrick second and M. Labor third. All were riding BSA Victors.

Photos by Manuel Burton



Talk about tight cornering! Freddie Edwards (13x) finds himself being crowded into the tires in a recent 100cc feature. The hundreds are becoming so popular at Elsinore they now run two Main Events.

The Open Novice Main went to J. Taylor on a Triumph followed by multi-class rider E. Walker second followed by P. Armstrong.

Sprague Sails

The super-swift blue Triumph of J. Sprague again made shambles of the Open Expert class. Sprague has the track down pat and now has a monopoly on Open honors much like the one Johnny Issacs enjoyed before being drafted into Uncle Sam's pit crew. E. Walker also took second in this event followed by J. West on a 250 'Taco.

The Sweepstakes event was run in reverse which did not faze Sprague in the least as he gobbled up the 100's lead in two or three laps and swept into the lead in a full lock slide through a right-hand sweeper.

Even with the impromptu swim meet, riders and spectators seemed to have a ball and were on their way home relatively early considering the hassle.

(Results on page 16)

SADDLEBACK PARK!

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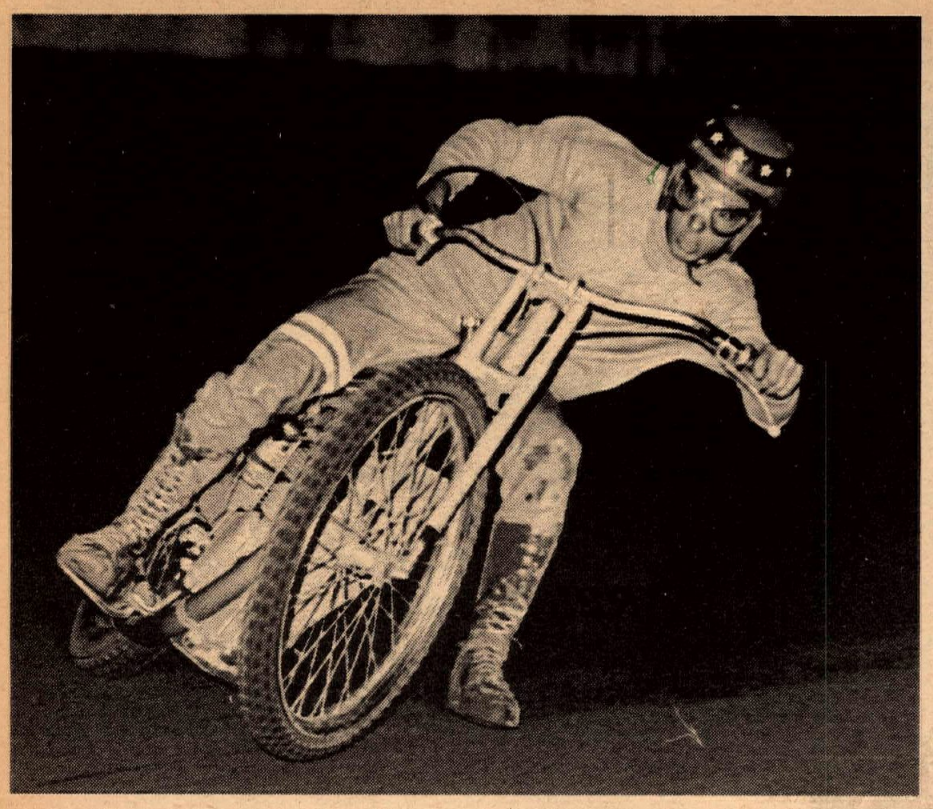
SKINNING THE SPEEDWAY TIGERS



By John A. Grout

PACOIMA, Cal., Aug. 31 – The big, brutal and fearsome Los Angeles Tigers got de-pelted at the Whiteman Speedway jungle last Saturday night, as team racing entered its second week of whip, slide and snap competition. The San Fernando Valley Red Riding Devils, after having been thoroughly humilated at the paws of this same beast the week before, did a complete turnabout, and actually collected not one – but eight plump tiger skins!

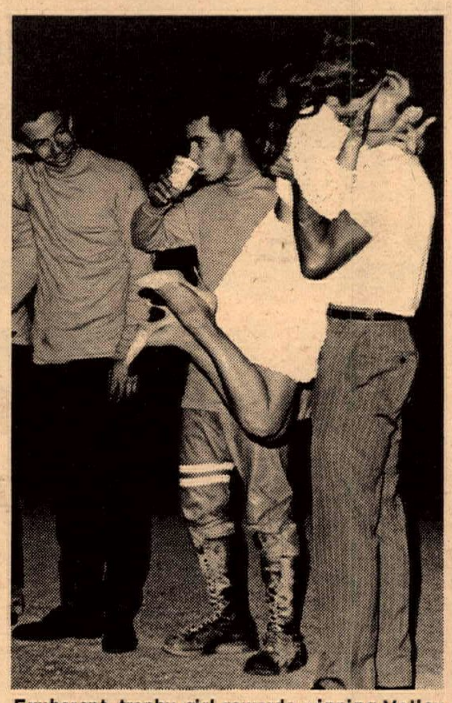
And, here's how they did it. The first heat of the evening rolled out under the bright lights, and we saw the L.A. team of Jack O'Brien and Steve Scott who were being opposed by the San Fernando twosome of sliding Jimmy Nicholson and Elliott "The Snake" Schultz. Now obviously, this could have been a Main Event at any track in this country; and the crowd of 3500 fans were cheering from the initial gong ring!

Taking the lead off the first turn, O'Brien was really pouring the coals to his very swift Eso-Jawa, and it looked for all the world like the point leader was on his way to another repetitious win streak. However, after getting off the line a little on the "slow slide," Nicholson got the traction for which he had been looking. And, in a wow-inducing, spark-scraping drive through the east turn, we had a new leader: Nicholson! And here is where the spectators really sat up and began to take notice of the whole situation. The L.A. Tigers were beatable. And in that opening heat, they were beaten by Jimmy Nicholson. The time – Nicholson's slowest win of the evening – 1:00.20!

Nicholson Record-Buster

You mean he got faster? Yeah, he did! Because all the rest of his heats were run in 59 seconds or faster. Take, for instance, the fifth event of the night. On the line, were Paul Conserriere and Chuck Jones for the L.A. team, while opposing these two riders, for the Valley Red Devils, were, once again, Schultz and Nicholson. While going into the first turn, Jones got all tangled up and sideways at just about the wrong moment, going down in a tremendous cloud of rider, machine and dust. But, emerging from that turn – here comes Nicholson... again! Wowee, and did he come! Jimmy took the lead, proceeding to break both the one-lap and four-lap records, while turning back Conserriere in the astounding time of 57.84!

Jim Nicholson (Eso) won all four Red Devil team races he was in, broke both the one-lap and four-lap Whiteman track records.



Exuberant trophy girl rewards winning Valley team members at evening's end. Bruce Haserot collects his kiss, Jim Nicholson sips a coke. DeWayne Keeter smilingly waits his turn.

But wait. We may have gotten a little premature. Because the third heat brought to the starting line John Hateley and Don Hawley for the Valley Team. On the opposite side of the fence, for the L.A. Tigers, were Johnny "Wheelie" Carter and, from this night on, Stu "Wheelie" Morley. Hey, how come two "wheelies" in one race?? Well, it probably wasn't too easy, I would imagine Stu would tell you; but, it seems like he socked his clutch home when he should have been still burping his bike. The result: A fast twenty-yard dash of the man behind his machine! Consequently, Johnny Carter having pulled this same stunt down the back chute a few weeks back, we do now have two "wheelies" at the same track. But, on with the race. Young John Hateley took the win from his teammate, Don Hawley. And in this race, you probably would have had your first opportunity to see just what team racing is all about as Hawley continually blocked the late-lap drives of Carter. Result: the Red Devils placed five big points on the S.T.P. scoring board.

In the 4th event, O'Brien took the win away from his teammate, Steve Bast.

San Fernando Valley Red Devils took the honors this time out over the Los Angeles Tigers. Devil Don Hawley showed top-notch team tactics, here hold back Paul Conserriere while letting teammate John Hateley make up time.

And L.A. made a comeback with five big points. While in the sixth event, DeWayne "Skeeter" Keeter and Bruce Haserot scored a sweep for the Valley team once again.

When we got to the 7th race of the night, O'Brien got a hold of the field composed of Hateley, Hawley and Steve Scott; and although it was a narrow win, O'Brien bopped young Hateley right out of the win.

Conserriere beat the rapidly improving Rick Woods in the 8th heat of the night, and Nicholson collected his third win of the evening in turning back his teammate, Elliott Schultz, in the ninth event, after this race had to be restarted when the two L.A. members, Carter and Morley, took a spectacular dump in the first turn!

Hawley's Team Technique

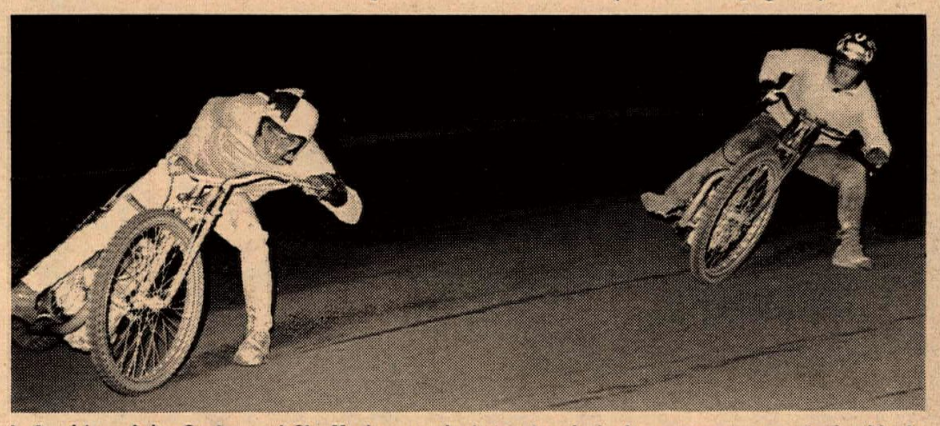
In the 11th team race of this last Saturday, we witnessed what will undoubtedly be one of the finest races of this or any other year. Ready for the start were Hawley, Hateley, Conserriere and Chuck "The Professor" Jones. Getting into the first turn, first, was Don Hawley, while directly scraping his rear tire was the L.A. team of Conserriere and Jones. Young Hateley was trailing at this point. But here it came again – real team racing! Because Hawley started to drop back, attempting to slow the L.A. riders so that Hateley could begin closing the gap. The crowd was on their feet, wildly cheering, as Hawley blocked the drive of Conserriere, allowing Hateley to sneak into a second at the finish.

The 12th race was won by Sonny Nutter, racing for the Valley Team. And, in the 13th heat, Hawley turned the tables on Nutter, getting a good win in the time of 1:03.61. In the 14th go-around, the nightcap for the teams, it was Nicholson – sweeping every race that he was in as he beat Morley and Scott in the time of 59:81. The final team scores: San Fernando Valley Red Devils, 48; L.A. Tigers, 36.

In the Main Event, for non-team members, it was Eddie Mulder turning back Ron Miller and Dave Aldana, who was making his first start on a speedway bike.

Final result for outstanding rider of the evening: "And here comes Nicholson...!" And I'm certain that this writer's voice will never be quite the same again. Oh well, that's the end result of a hell of a night of racing!

(Results on page 16)



L.A. riders John Carter and Stu Morley crashed spectacularly in one race, were both able to make it back to the line for the restart.

Jumpin' at Eugene Oregon

EUGENE, Ore., Aug. 12 – Thirty-Two sportsman riders turned out for Sunday's races and put on one of the best shows to date. In the 100cc class the first heat was won by Jerry DeWitt of Junction City ahead of Tony Nova, and the second heat went to Perry Quiring with Tom Gilkison in for second. The Trophy Dash was taken by Tony Nova with Gilkison second. The B-Main found Bob Kutz besting Bud Harris and Dale Tucker. The A-Main was all Tom Gilkison, with Jerry DeWitt second and Bob Kutz third.

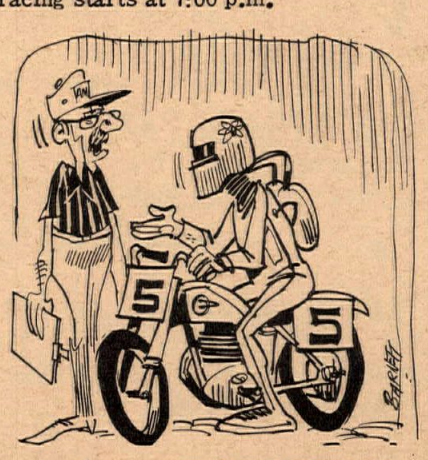
The first 200cc class heat went to Tommy Francisco with Forest Hiner second and John Watkins beat Ron Watkins in the second. Watk ns took the Trophy Dash with Francisco second. The B-Main was won by Bruce Reeves; Don Hamblin finished second, Skip Worthington third. Ron Watkins came back to win the A-Main ahead of Tom Francisco and John Watkins third.

Moto-Cross Style

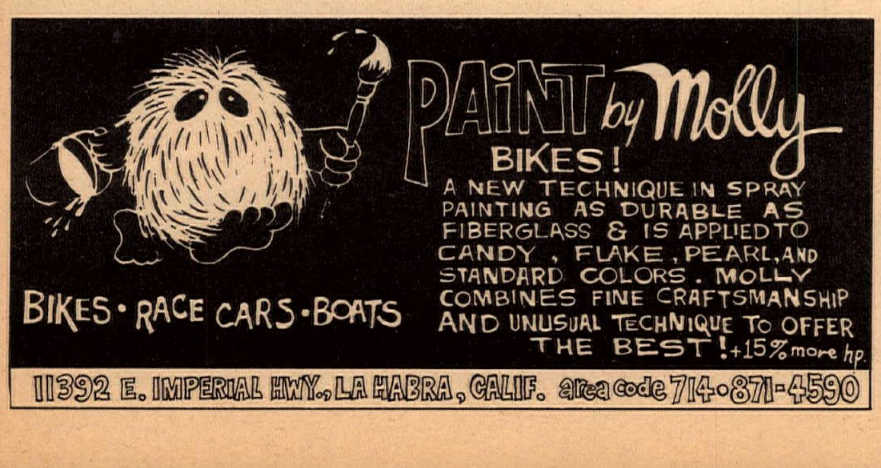
The 250 bikes were run as a moto-cross with Randy Scott winding up in first place, Doug Hamblin in second and Don McShane in third. The Trophy Dash went to Doug Hamblin.

The Open Class machines also ran as a moto-cross with Ron Wyman taking first, Don McShane second and Robert Leach third. The Trophy Dash was won by Wyman.

The Wheel Walking contest went to Bob Leach, who has now won three weeks in a row. In the Sweepstakes race, Randy Scott bested Doug Hamblin by about half a lap. The Powder Puff Moto-Cross went to Kay Bryson with Ellen Denny in for second and Sue Kutz in third. Motorcycle racing continues every Sunday at Balboa Park where the gates open at 4 p.m. and racing starts at 7:00 p.m.



"CAN'T YOU HUSTLE TH' HEATS UP A BIT, I'VE GOT TO GET BACK TO TH' PAD FOR AN APOLLO SHOT!"



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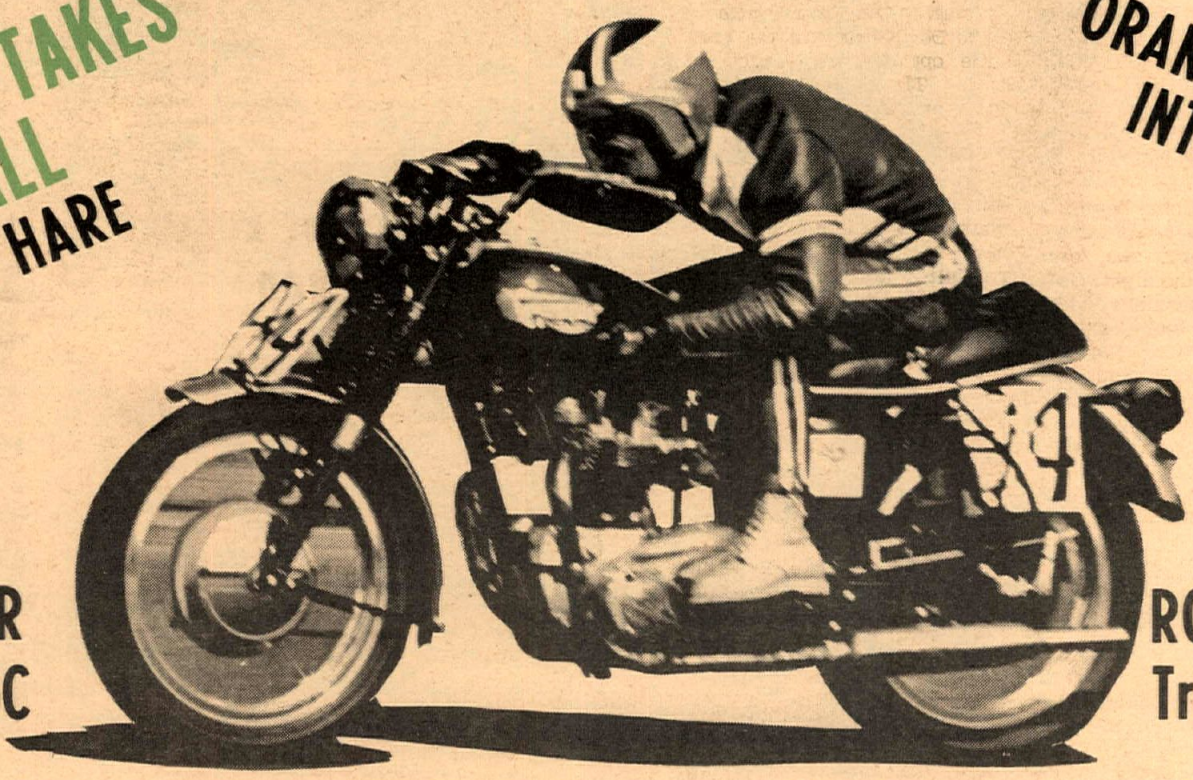

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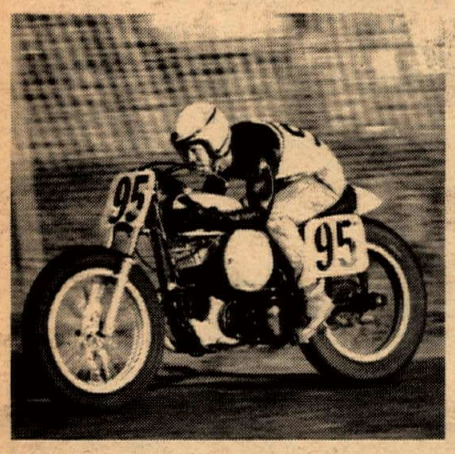


Tucked in and flat flying, Fred Nix notched another National Championship win at the handles of his H-D.

By Mick Fleetwood
Photos by Gary Fleetwood

SEDALIA, Mo., Aug. 25 – It was 2:15 p.m. when the din and dust of the thundering sprint cars finally settled on the one-mile Fairgrounds dirt track. This was the final day of the Missouri State Fair and the sprint car program had been booked to precede the running of the 15-Mile National. The much needed track preparation was begun and went on – and on – and finally AMA officials had to inform the locals in charge: Get the track ready by 4p.m. – or we don't race motorcycles here today!

Let's Get Going!

The capacity crowded grandstand grew impatient, clapping in unison: Let's get started! Hay bales, stacked on the sides, domino style, were placed on the turns.

Some practice, no time trials, and at 5:45 the first Expert heat race blasts from the line. Roger Reiman wins easily over Gary Nixon. Gene Romero, Fred Nix and Bart Markel chalk up their heat race victories. Jack Forrester, Jim Rice, and Mark Brelsford do the same in their Amateur races.

Amateur National To Rice

The flag drops on the Amateur National and Brelsford fishtails and bangs his H-D into turn one ahead of Rice and Art Ninci. Lap eight and the smooth, charging Rice dives under Brelsford to take the point. Lap ten and Brelsford makes a final try at Rice– slides high on turn one, playing with the fence, but maintains control. Jim Rice goes on to take the flag first. Larry Darr was third, Danny Ware fourth.

At 6:55 we see the 15-Miler get underway. Before the flagman's feet touch the turf, fast Freddie Nix is showing the rest the way through turn one. Reiman and Cal Rayborn drop in behind with perennial favorite Bart Markel sliding into sixth. Lap two sees the Flint Flash blast past Rayborn, Reiman, and Dick Mann to take over second.

Nixon Down ... And Up

Lap four and present point leader Gary Nixon, running in eighth spot, crashes coming onto the backstretch. Without wasting much time, Nixon remounts and gets back where the action is.

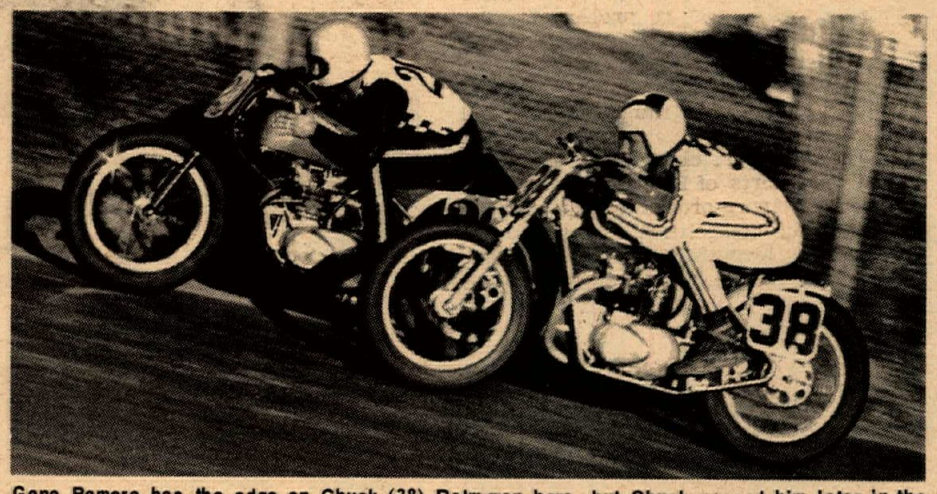
The ninth circle of the mile sees Nix maintaining a comfortable margin over Markel with Reiman, Rayborn, and Mann having at it for third. At the flag it was Fred Nix with a half-straightaway margin over Markel, for his third straight mile track National victory and a new track record.

New Point Standings

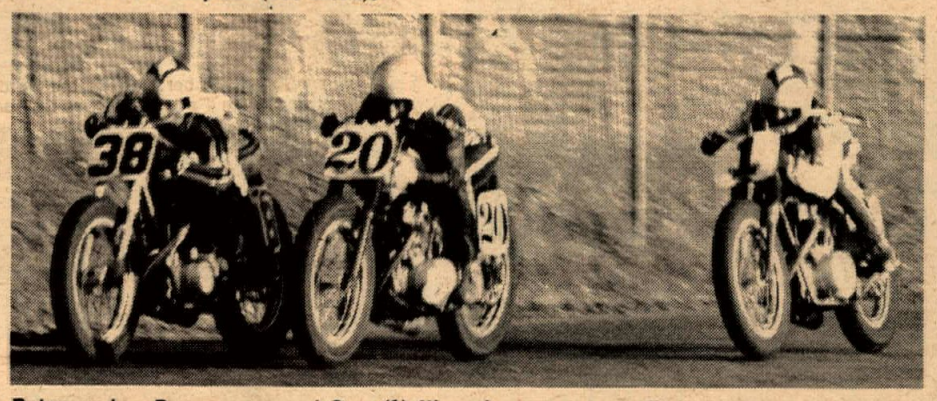
Cal Rayborn now holds the AMA point lead with 497, Nixon is second (484), Nix third (455), Markel fourth (447). With five Nationals remaining, it's still anybody's race for the coveted Number One plate.

(Results on page 16)

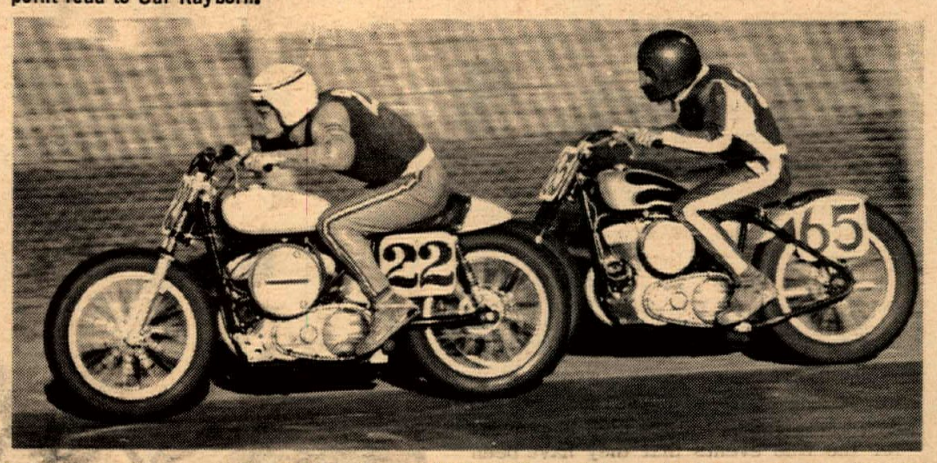
Bob (80e) Maiers tries to take Larry (40f) Darr in the Amateur final.



Gene Romero has the edge on Chuck (38) Palmgren here, but Chuck passed him later in the in the battle for 6th place (see below).

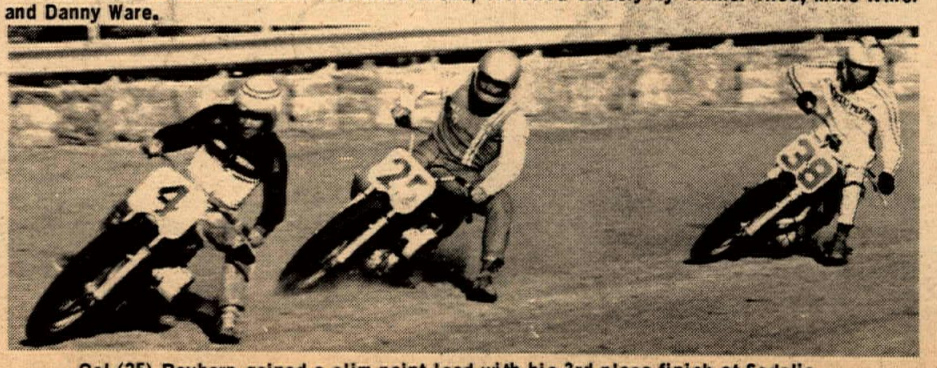


Palmgren has Romero now, and Gary (1) Nixon is soon to get off, losing the Grand National point lead to Cal Rayborn.



Battle for tenth between Dan (22) Haaby and Al Gaskill was taken by Michigan's National No. 65.

Amateur final action finds Mark Brelsford ahead, followed closely by winner Rice, Mike Ninci and Danny Ware.



Cal (25) Rayborn gained a slim point lead with his 3rd place finish at Sedalia.

Half-Minute Interviews

By Bill Harmer

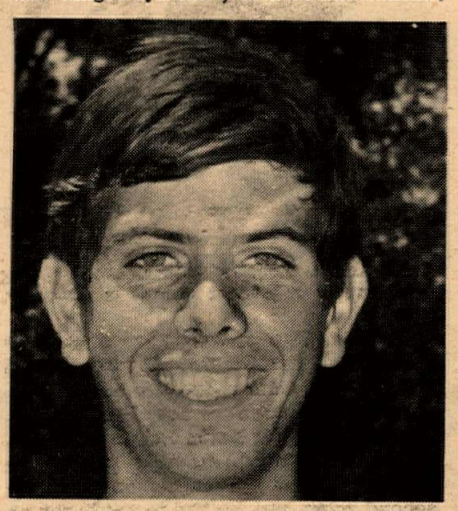
PAUL HEDGER of Yuma, Ariz. has been riding competition for about four years. He is an engineering aid for the city of Yuma but until he got his new civil service job, he was a motorcycle mechanic for the Yamaha dealer in Yuma. Paul is married and is the father of 4 children.

Most of his riding is in the desert around Yuma but he enjoys TT racing and thinks nothing of treking 200 miles to the Tijuana races where he rides in the 250cc Expert class on a Yamaha Enduro. He also likes to get together with friends and do some road touring for which he uses a BSA. Paul loves cycling and hopes to be around a long time to enjoy his favorite sport.

Eighteen-year old Palomar J.C. frosh, MYRON CARTER, is a serious motorcycle racer and as the Open Expert point champion for 1967, is having a heck of a time trying to retain his reputation on his 650cc Triumph Bonneville. Carter is a big favorite of the youngsters who call him the "Red Baron" because of the

flowing red scarf that he affects while racing. Myron does all the preparing and maintenance of his machine and is proud that his bike has few failures. Myron was born in La Jolla, California and has lived in the San Diego area all his life.

Seventeen-year-old high school student, DON EMDE is already a veteran motorcycle racer. Last year he campaigned in the 100cc Expert class with a Bultaco Lobito but this season he has concentrated on the 250cc Expert division on a new single cylinder, twin exhaust Suzuki.



Although Don finished third in point standing in '67 he retains his old #57 plate which he considers to be lucky. A native of San Diego, Don is the son of the famous motorcycle racer and former Daytona winner Floyd Emde, who pit crews, tunes and coaches young Don. During vacation time and after school hours, Don works in one of his dad's cycle stores. The high point of the youngster's racing career came when he went to Daytona this year and competed in the Novice races. He was well out in front of his class when his mount developed trouble and forced him to retire.

S. Paul goes front wheel down off back course drop-off aboard his trusty new Zundapp and on to first 125cc Jr. in division #2.

Carlsbad Moto-Cross

Barrage of 125cc Juniors make it around first turn after the start with eventual second place rider Norm Benham (74) taking the inside drive on his Steen Hodaka.

Story and Photos by Bill Pettigrew

CARLSBAD, Cal., Aug. 25 – Members of the California Moto-Cross Club hosted another great Sunday event at their muddified Carlsbad course to the enjoyment of riders (some) and spectators alike. The CMC has stated in the past that the course will get muddier with each meeting, and it looks like they are holding to their word as riders found the course to be a real handful.

Due to the tremendous amount of 125cc Junior riders showing up for each event it was necessary to have two different divisions in that class and in the growing 250cc Jr. class. Bultaco and Kirk Lohmeyer teamed up to take a very convincing win in Division One of the 125cc Jr. With the amount of wins for Kirk in the past it's expected that he will be moved up to the Sr. class in the near future. John Kulek decided to make a try in the small displacement class and finished a good second behind Kirk, and John also sported a Bultaco mount. Bruce Baron found the Bul's of Lohmeyer and Kulek to be too much for his trusty Hodaka and had to settle for a good third.

Steen Hodaka mounted Norm Benham looking good and on to second overall in 125cc Jr. class.

Division Two of the 125cc class saw Steve Paul take an overall first aboard his smooth-running Zundapp with a first, second, and third in his three motos. Heartbreaker for Norm Benham came in the form of not being able to find the right gears at the right times in the second moto and he had to settle for an eighth in that moto after snatching a great first in the first and then copping another first in the last moto to take second overall aboard his well-equipped Steen Hodaka.

Gary Bailey again displayed his usual smooth form in copping all three of his motos in the 125cc Senior class to take top honors. Jeff Willis was sporting a new 125cc Bultaco Sherpa in great form and snatched a well-earned second behind Penton man Bailey. Tim Hart and his hot little Guazzoni grabbed the third place brass.

Lars Larsson is now back to riding Husky and it was no problem for the Swede to snatch top honors in the 250cc Sr. class ahead of top American riders Russ Darnell (Husqvarna) and Walt Axthelm (Maico), who finished second and third.

The 500cc Jr. class was a good one and the efforts of B. Hager and his new Montesa Cappra proved too much for the rest of the competition as he copped a great first overall. D. Eckhart also did a fine job on his rather heavy (for moto-cross) Matchless to come in for second overall.

Bailey Beats Lars

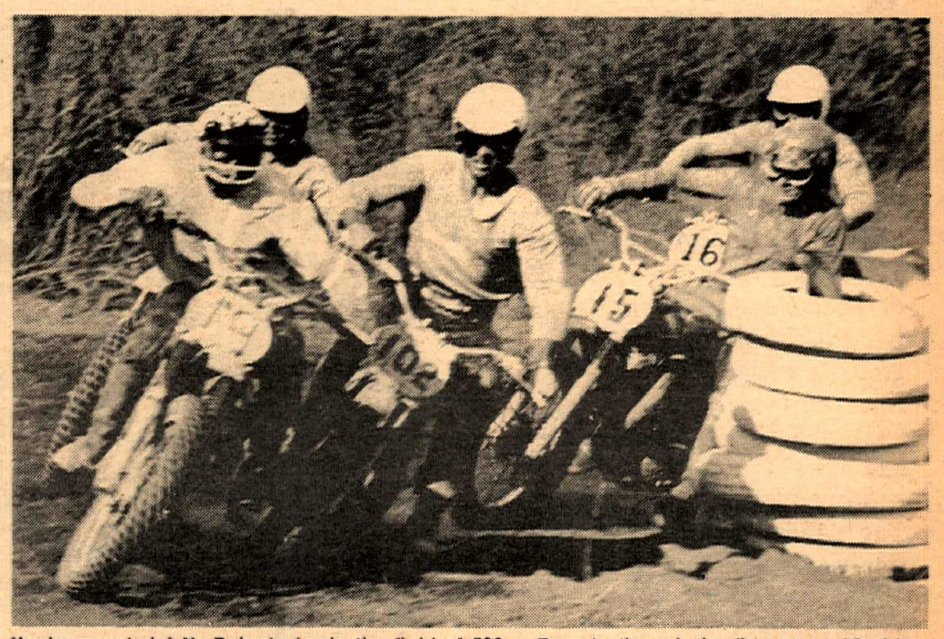
Lars Larsson (Husky) and Gary Bailey (Greeves) put on one of the finest displays of riding moto-cross style that we've had the privilege of witnessing in some time. Bailey wheeled his bright red 360cc machine to a great first moto win to start the action off. The real action came in the third moto when Bailey came from second to last around the first corner to third coming out of the sandwash on the first lap. This left J.N. Roberts (Husky) and Larsson in first and second. Bailey moved up, passed Roberts and was right on the heels of Lars when the Swede made one of the few mistakes we've seen him make; he lost his front end as it slipped off a ledge going up the off-camber turn after the sandwash and Bailey immediately ran over the Husky-mounted rider and at the same time unloaded himself. Lars' bike had a bent shock and bent and twisted rear fender and Bailey found that his clutch would not disengage and had to push-start his machine.

Bailey got away first and was hot after J.N. Roberts who had passed the twosome while they were down. Bailey copped a second and Lars got a third. So, this gave Larsson a second in the first moto, Bailey a first, and Lars a first in the very close second moto and Bailey a second. This made the third and last moto the deciding factor and Gary's second behind J.N. made him the overall winner. (The Swede has finally been beaten!)

If you're looking for some great action and a great time, try to make it out to the next CMC moto-cross on Sept. 22. A lot of thanks go to the club in general for the fine events that they have been putting on for spectators and riders alike.

(Results on page 16)

Super-smooth Russ Darnell is coming off back course drop-off aboard his Husky and finished second 250cc Sr. behind Lars Larsson.



Husky mounted J.N. Roberts leads the field of 500cc Experts through the first turn with riders Bruce Jackson, Gene Fetty, and Lars Larsson in hot pursuit.

Newly inspired Greeves rider Gary Bailey is shown here in the process of taking first overall in in the 500cc Sr. class away from Lars Larsson who is ranked Number 9 in the world.

SCHULTZ, SCOTT SWAP TROJAN CLASS A WINS

By Mike Capalite
Photos by Dennis Greene

SOUTH GATE, Cal., Sept. 1 – The Class A speedway program at Trojan Raceway got off to a rolling start Sunday night as some of the top riders were up north for the races at San Jose leaving the field open for many of the up and coming riders who came out en masse to pit their broadsliding skills against those of the top riders who elected to stay down south and run the speedway races.

In the third heat, Rick Woods (JAP) got a beautiful jump off the line while Elliott Schultz (Eso) got off in third, but Elliott poured it on and combined with his smooth sliding style, was able to work his way up to second place.

Sparks Fly

The crowd-pleasing spectacular of the evening happened in the ninth heat where Schultz happened to catch a rock or something in his chain and for two laps presented one of the most spectacular pyrotechnic displays we've seen in a long time, sending a shower of sparks out like a roman candle.

Steve Bast encountered a bit of bad luck in the 10th heat; as he pulled to the line, there was a sickening noise as his engine decided to come unglued right then and there. While the starter picked up the pieces, Steve pushed his JAP into the pits and the race was started without him, but a spill in the first corner made for a restart, and on the restart, Steve was able to borrow a Class A Matchless and come back to get out front and win the heat. While the heats were all good races, it seemed like the last event was the climax as Bast and Schultz went at it hot and heavy for the full four laps with Bast taking the checkered flag.

The intermission was a cliffhanger with the announcer promising a match race between Rick Woods and Elliott Schultz on a couple of new style speedway machines that haven't been on any speedway track yet. When the big moment came, out they came on two mini-bikes and had a wheel to wheel duel around the course to the enjoyment of the crowd and to their surprise when it was announced that the mini-bike races were going to be a regular Friday night feature at Trojan.

ABOVE: A determined John Carter (Eso) caromed to victory in Trojan Raceway "B" Main Event, defeating Norm Elledge, Bill Todd and Steve Bast.

BELOW: Eager Elliott Schultz was the crowd-pleaser of the evening, not only furnishing unscheduled pyrotechnic display but winning a hard-fought "A" Main Event.

Slidin' Steve Scott scoots along.

Roarin' Rick Woods shows fancy form.

The Trophy Dash was everything you would expect of a race which pits the four fastest heat race winners against each other. Woods (JAP) jumped into the lead with Schultz (Eso) right behind him and Elliott was followed by Scott (Eso) and John Carter (Eso). Rick did a beautiful job of holding the lead for two laps, but it only took one little bobble and Woods was suddenly in fourth place with Schultz thinking he had it made, only to look up and see that Steve Scott had slipped under him for the lead and on the last lap, Carter moved into the second slot. The beauty of it was that the whole race was run without the machines being more than a half-a-length ahead of each other.

The C Main looked like a runaway for John Riggen as he took the lead and was going at it hard and stretching it out when suddenly he did a complete spin in the south corner. Larry Heinselman grabbed first place on his JAP and held it to the finish.

The B Main went to John Carter (Eso) from wire to wire with Norm Elledge (JAP) pushing him all the way, trying to get him on the inside, then the outside. But Norm was unable to make it and had to settle for a second place ahead of Bill Todd (JAP) and Steve Bast. Carter had already taken the money for breaking the one-lap record in the time trials with Bast (JAP) taking second time trial honors. As these two had traffic to contend with in the Main, they were given a match race with a flying start for two laps. In the match race, Carter took the lead, but Bast moved up on him and they went side by side for the entire race with Carter able to pull Steve down the straights but Steve moving up in the corners. In the last corner, Carter made the one little mistake that Bast had been waiting for as he drifted wide and Steve took advantage of it and moved in for the win.

Schultz Sails

The A Main gave the fans the excitement they wanted as Sonny Nutter (JAP) leapt into the lead with Schultz right on his rear wheel and by the second lap Elliott had moved into first place and although Nutter put on his best charge, Schultz was able to hold the lead with Sonny finishing a wheel-length behind him. Woods and Scott had a battle of their own with Scott hard-charging his Eso into the third slot and Woods finishing fourth.

Trojan Raceway is rapidly becoming one of the most popular tracks in the So. Cal. area as they are now running lightweight TT and short track on Thursday night, mini-bike races on Friday night and Class A Speedway on Sunday nights with the 500cc displacement machines. And starting Tuesday, September 10, they will be running 250cc Class A speedway racing with the riders able to use fuel as well as special frames. The limitation on the engines for this will be that the normal displacement of the engine shall not be less than 200cc nor more than 250cc. This will give Trojan a full week of racing.

(Results on page 16)

SPOKE BENDERS EUROPEAN SCRAMBLES

Photos and Story by Jeff Wright

Ron Nelson, Montesa-mounted, made his first appearance in the desert this year, (he has been hitting the moto-cross trail), and showed the boys how it is done by taking the top spot in the Amateur-Expert go. Steve Hurd, Norton-mounted, made a determined bid by leading the first lap and then holding a close second, but he couldn't repass the fast moving Nelson

#11x Bill Ydiano taking 2nd behind Bergquist in the 250cc Amateur/Expert event and showing good style.

The Spoke Benders M.C. held their European Scrambles three miles north of Mojave where they hosted over 400 riders. The Club went to a lot of extra work setting up two courses so the races could be run off quickly which was appreciated. Everyone got out of there early before the heat set in.

Both courses ran counter-clockwise for four miles and were set up about 50 yards apart so that it was possible for the spectators to watch both races at the same time.

Trail bike novices were first to go at 9 a.m. At the drop of the banner D. Morgan #523 riding a Honda, took the lead at the start and led it around the first loop with everyone else fighting for second. At the finish it was Morgan taking the win with Groff Crowther on a Hodaka finishing second, third was M. Wilson riding a Van Tech.

The trail bike Am./Expert race left the starting line 15 minutes after the trail novice but on the other course. When they came around the first lap Bob Belt on a SS Hodaka was leading with #1 Jack Morgan second and #2 Jack Froelich on a Bultaco third. On the next time around Morgan had the lead with Belt second and Froelich still third.

All this time Wes Anderson Jr. #4 on a SS Hodaka and Dean Goldsmith on a Harley had been working their way up through the pack. At the finish Anderson and Morgan had an exact tie with Goldsmith taking third and first Amateur. Fourth trail bike finisher was Jack Froelich. Next in was #112 Gary Griffin on a Hodaka, sixth and second Amateur was Terry Clark on a Hodaka.

The 250 Novices revved up next. At the start they straddled their front wheels (all the races started that way). When the banner fell they all jumped on their bikes and charged to the tight sandwash about a mile out, where it narrowed down only wide enough for about two bikes abreast. Larry Tofutzenreuter on a Bultaco was really flying around that course to take the win! Terry Nicklos on an Allstate was second and Ken Evers, Bultaco-mounted, was third.

Larry Bergquist won the 250 Am./Expert race, leading it from start to finish on his Bultaco. Husky-mounted Bill Ydiando was really making it, to finish second. Gary Griffin #2 on a Bultaco ran a close third. Fourth and first Amateur was Darrell Ellis.

Steve Hurd, #1, returned after a long layoff to take second behind Ron Nelson.

Seventy 500 and Open Novices lined up for the start of the their race. At the start L. Gattis on a Husky grabbed the front and came around the first lap with a big lead over the rest of the pack. At the finish he came in for the win with a one minute lead over second place man L. Burn on a Husky. Third in and first Open was C. Raubman on a Triumph. Fourth was D. Pleasant on a Husky.

The Am./Expert 500-Open were lined up on the line ready to go with all the top desert riders having a lust for first place.

The banner dropped and Steve Hurd took the lead, holding it through the first lap handling that twin like a lightweight doing wheelies all over the course, with Nelson second, Patrick third and John Gaetz fourth. The next time around Nelson had a small lead over #1 Hurd who hasn't been out to the desert for over two months. At the finish it was Nelson taking the win on the Montesa with about a 30-second lead over second place Hurd on the Norton. Third was Mike Patrick, also on a Norton. Fourth and first Amateur was Tim Smith on a Montesa. Second Amateur and tenth overall was Steve Holiday on a Triumph.

Montesa-mounted Ron Nelson captured first place in the combined 500-Open Amateur/Expert race.

The Spoke Benders should be complimented for their coolness under pressure. Friday before the race the road department cut their courses all up, so they went across the highway and started all over again, and still gave us two courses.

With all the clubs trying to do something different and better than the other clubs, we would like to hear from the riders with their suggestions and ideas, remember most projects take work.

The Shamrocks M.C. are going to have the Trail Bikes go the entire way on the California State Championship next Sunday. The club would like to know if the riders like this for all races or just the big championship. So tell them what you want.

(Results on page 16)

LOS GATOS M.C. HOSTS UVAS SCRAMBLES

Story and Photos by Dale Ivan

SAN JOSE, Cal., Aug. 18 – Sunday was the day that many of the hot riders in Northern California tripped on over to Uvas Dam, near San Jose. There were some fast-shoes and some not-too-fast shoes absent from Sunday's race, creating a slight drop in attendance. It is thought that these particular non-attenders spent their Sunday afternoon behind locked doors, tuning their motors for the upcoming Salinas scrambles. Some of these tuning jobs will probably include anything from extra rubber bands (for the 100cc's?) to nitro charged jet engines for the forty inchers. (Anything for more power down that straight!) However, we can forget those poor unfortunates and get back to where the action was.

The Los Gatos M.C., hosts of the scrambles, provided us with a fine day of racing activities, starting the events on time and as usual they had most everything under control.

The Wheelie Contest became a toss-up between Vern Tranberg, (Hon) Bob Grossi, (Mon) Ray Clausen, (Mai) and Matt Falconer (riding a Bultaco Lobito no less!) The event was taken by Ray Clausen (I think) who went the farthest into the trees. Vern Tranberg took the second place trophy home.

Brother Team

Action throughout the day was typical of a scrambles race. There were the numerous nasty looking crashes, the hotly contested battles, and the usual first-to-the-turn race winners.

The 100cc Novice Main Event was won by Tim Ronsse aboard a Hodaka. The second and third spots went to Ron Leidi and Pat Brown, making it a clean sweep for Hodaka.

Talents of the Pestoni brothers were once again demonstrated as they swept up first and second place trophies in the 200 Novice class. The Pestonis have been completely dominating their class board super-tuned Suzukis. Joel Woods, a Ridge Runner M.C. member from Santa Cruz, was unable to defeat the efforts of the flying Suzuki team. The win went to Dave P. followed by brother Steve and Woods in third.

The 250 Novice Main win was stolen by heat race winner Ed Bean, on a Yamaha. Following closely behind him was another heat winner, Don Ivan, on his Bultaco. At the drop of the flag, the spectators were startled to see Bean's Yamaha, first to the turn, beating out Ivan's fire-breathing Metisse. The six laps quickly came to an end and the Bultaco rider was unable to pass for the big win. Behind the two forerunners a fierce battle had waged for the number three spot. Getting the edge for the third trophy by half a bike length, was Bultaco-mounted Chuck Ivie over your reporter.

In the 250 Amateur class Steve Wilson, riding a neat looking Ossa, made it a wire to wire win in both his heat and Main event. Amateur Lynn Mobley re-

Slim Odendahl (Yamaha) won 350cc Novice heat race and Main Event.

tired from the Main, on the fourth lap after losing his chain and his second position was immediately taken over by fellow club member, Dick Plowman.

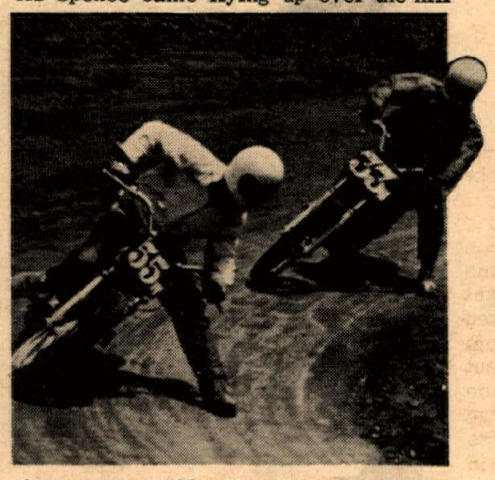
Paul Johnson, leading District 36 in points, took another 250 Expert win aboard his Suzuki. Keith Carlson (Bul) then pulled up to challenge Dave Bellina and as they crossed the line, Keith edged out in front by a whole two spoke lengths to take second in the closest finish ever!

Moving along to the 350 class, Novice rider Slim Odendahl rode his Yamaha to a hilarious heat win, lapping many of the last place men. He went on to win the Main Event in front of second place man Jim Roberts.

Expert Bob Souza made short work of the 500 Expert class by winning with a 3/4-lap lead over second place Keith Carlson. Souza had been challenged by Ray Clausen but the threat ended when Ray unloaded from his Maico.

Nasty Crash

The forty-inch Novice class Main was the scene of a nasty crash caused by one of those unfortunates found at every track. Heat race winner Steve Spence had worked his way up from fourth to second by the fourth lap and was moving rapidly up on leader Paul Karpinski. As Spence came flying up over the hill



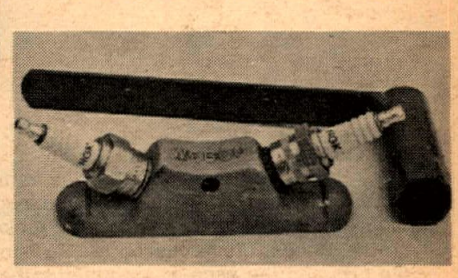
Ossa-mounted #65w Steve Wilson took heat race and Main Event in 250cc Amateur class.

(50 mph) he crashed into the rider who was in last place and have trouble shifting his BSA. As Spence hit the dirt he was clipped by an oncoming rider. Fortunately there were no serious injuries but the race did have to be black flagged. After a brief exchange of words, and a lot of confusion, the officials handed the win to Karpinski with Spence taking second.

The last race of the day was anxiously anticipated as the skies menaced its ending. We were particularly interested in this race because we were expecting a fierce duel between Bud Kneass and Lance Anderson. Kneass had pulled off the 650 Expert win at Uvas just two weeks earlier and was attempting to do it again. At the drop of the flag, Kneass grabbed the lead as expected, with Lance drafting right behind him, really putting the pressure on. Closer and closer Lance moved in until Kneass finally cracked under the strain. On the fourth lap of the Main, Kneass missed a gear on the uphill section and Lance quickly scooted around him. Lance went on for the win and in doing so, added another victory to his growing fame.

(Results on page 16)

WEBCO SPARK PLUG HOLDER



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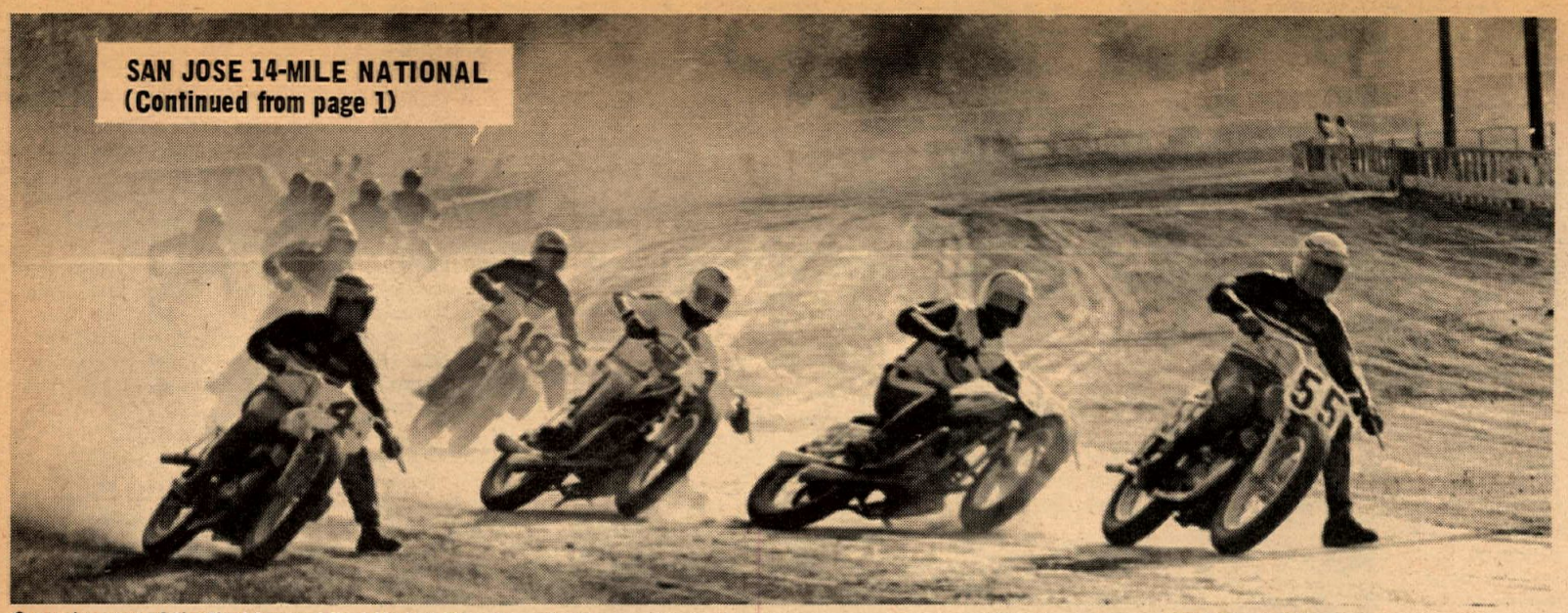
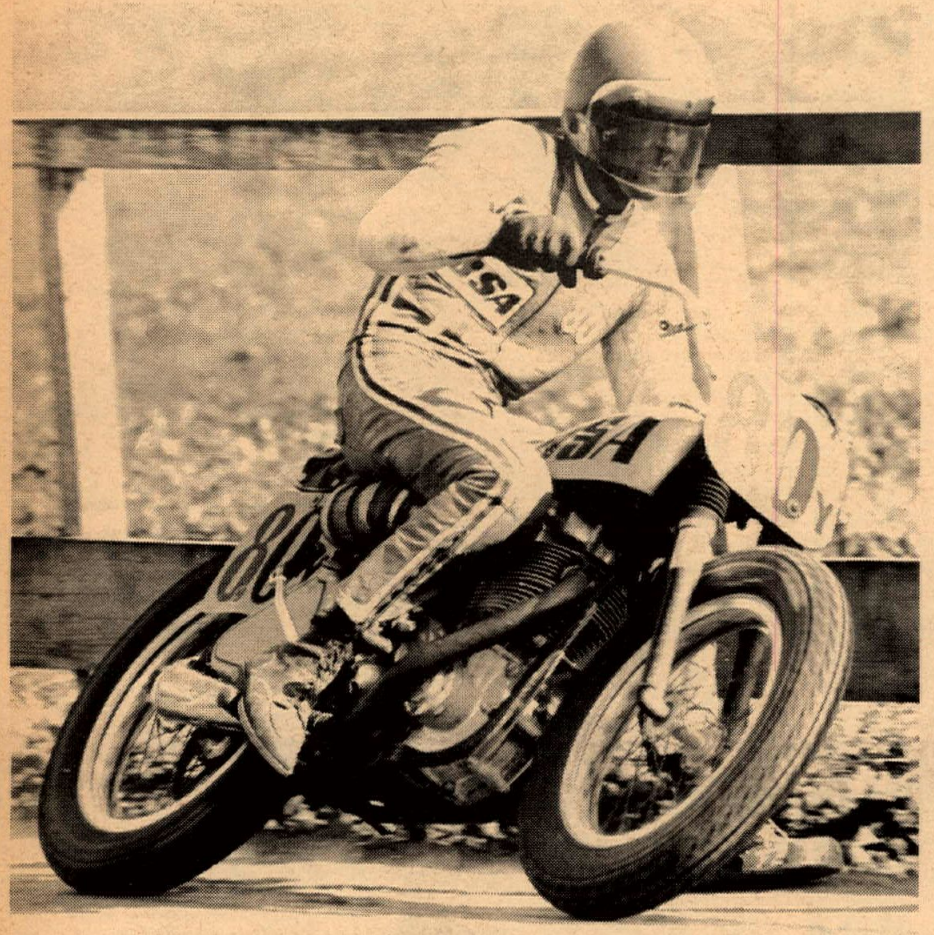
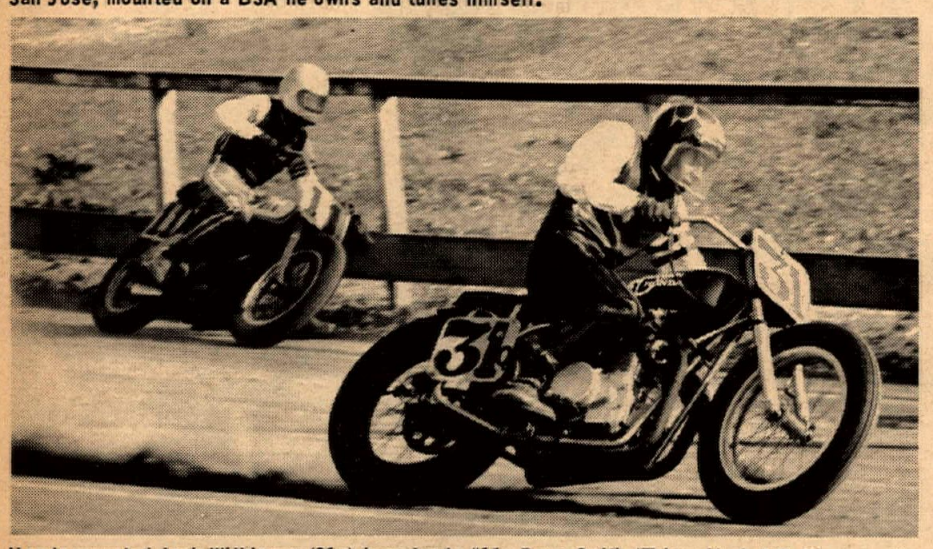
SAN JOSE 14-MILE NATIONAL
(Continued from page 1)



Second corner of the first lap and Bart Markel (4) sets up for the most sensational maneuver of the day. While Roger Reiman (55), Chuck Palmgren (38), Gary Nixon (1) and Mert Lawwill (18) all take the low groove, Markel goes high and, believe it or not, was leading the pack when they hit the front straightaway.



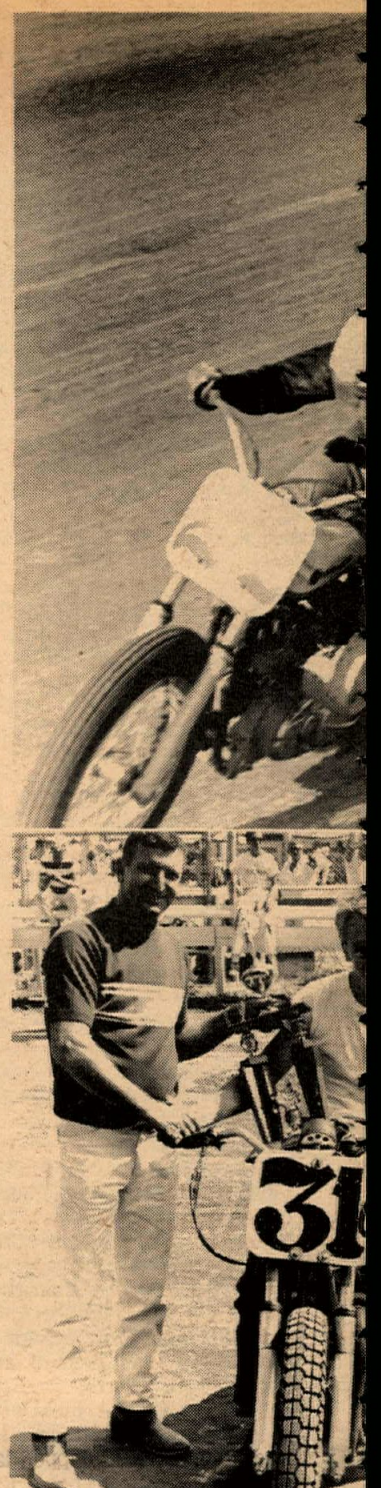
#80y Jim Rice won his fifth Amateur National Championship of the year, and second in a row at San Jose, mounted on a BSA he owns and tunes himself.



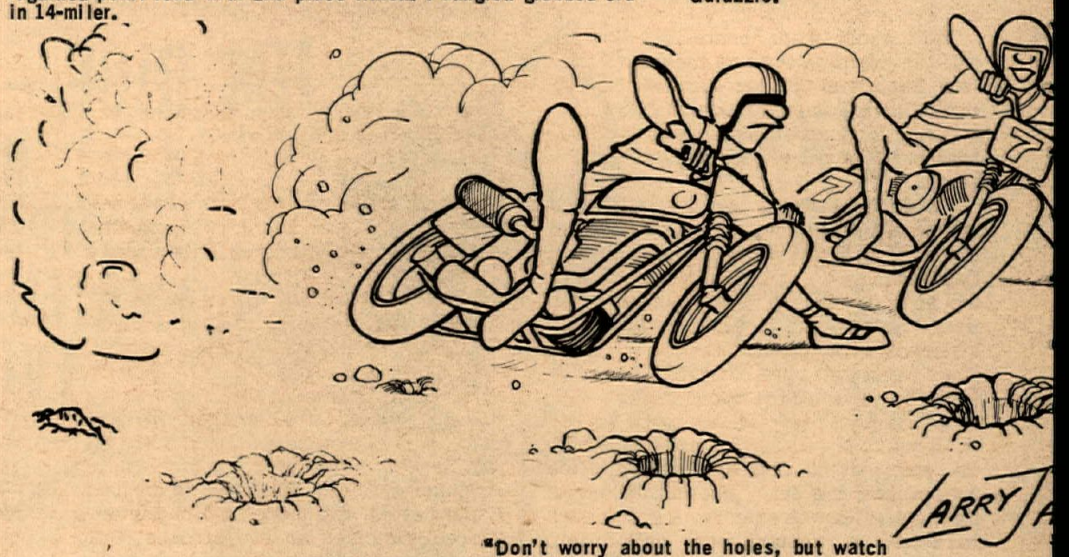
Honda-mounted Jack Wilkinson (31q) here leads #11x Dave Smith (Triumph), but Smith moved by later in the Amateur final to wind up 3rd; Wilkinson was 5th.

Three starts were required before Amateur feature finally got underway. Jim Rice (80y) is leading #21y Don Harms (H-D) and slidy Mark Brelsford on the second attempt. Brelsford didn't unload, but blew on the line for 3rd start.

Triumph teammates and traveling companions Chuck Palmgren (38) and Gary Nixon (1) were in close contention all the way. Nixon regained point lead with 2nd place finish. Palmgren grabbed 3rd in 14-miler.



Fast Amateur qualifier #31q Jack Wilki receives trophy from Berkhimer race di Guluzzio.



"Don't worry about the holes, but watch out for that tree stump in the backstretch."

But Markel just motored on calmly (he had settled on a smooth, low groove after the first few rounds), lapping Ralph White with six circuits to go and maintaining his fantastic lead to the finish. It was Bart's 24th National Championship win, three short of the all-time record set by Joe Leonard, and Joe was there to see it happen.

Nixon held firm to second ahead of Palmgren, and Haaby took fourth ahead of Lawwill, Romero, Rayborn, Reiman, Nix, Coppage, Barda and White. Time for the 14 miles was 13 minutes, 47.21 seconds.

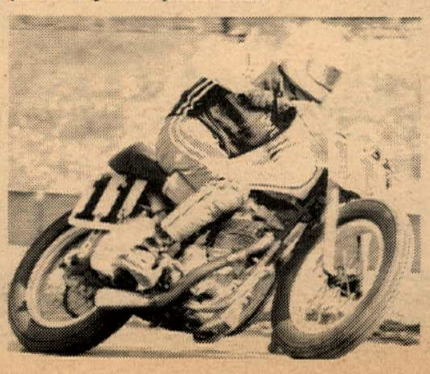
By virtue of his runnerup finish, Nixon regained the point lead from Rayborn (it's now 527 to 505), and Markel moved into third ahead of Nix, 500 to 456. Haaby remains fifth overall. All concerned will be back in action Sunday, September 8 for the first running of an AMA National Championship race at Salinas, Calif., this one 11 miles in length, on the Fairgrounds half-mile dirt oval.

Amateurs In Uproar

Chaotic is the only word to describe Amateur class events at the San Jose National. From qualifying on, a weird

ABOVE: Geezer Emick (BSA) unloaded in Amateur event.

BELOW: Dave Smith (Triumph) took 3rd place in yellow-plate final.



National Numb Nixon, snatch National poin from Cal Rayb using one of when he did

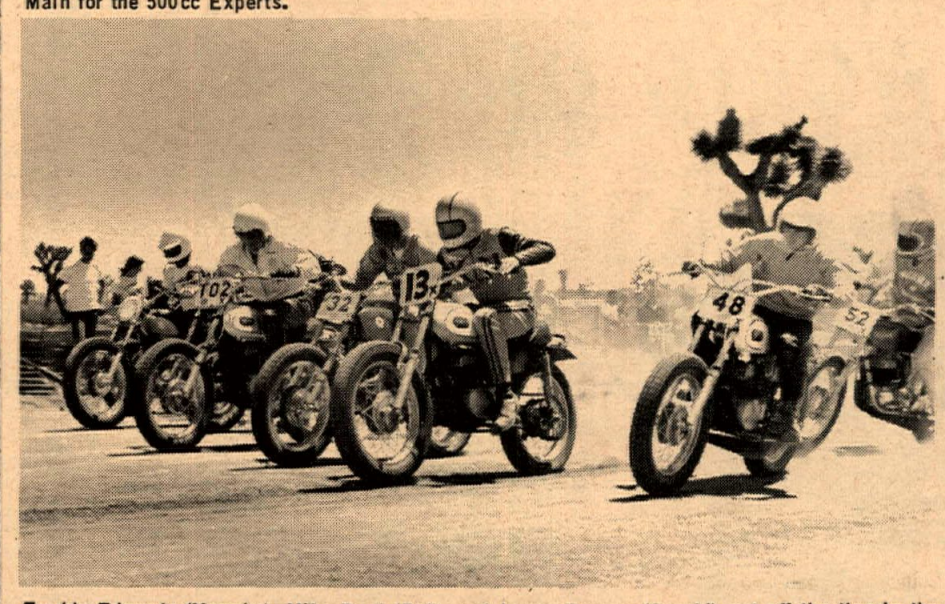
ADELANTO PHANTOMS

Story & Photos by Len Fallscheer

Harley riders Dan Haaby (22) and Mert Lawwill (18) finished 4th and 5th. Here Mert checks for oncoming traffic.

Haul'n Honda hustler John Rice put on a great show of sliding but wound up with a fourth in the Main for the 500cc Experts.

Top-notch Yamaha rider Freddy Edwards had no problems in taking top brass in the 250cc Expert class.



Freddy Edwards (Yamaha), Mike Boal (Bul), and James Bassey (Suzuki) get off the line in the 250cc Expert Main Event start.

Bultaco and Jerry Willingham teamed up to take top honors in the 500cc Expert class in super-slid'n fashion.

ADELANTO, Cal., Aug. 18 - The Desert Phantoms of George Air Force Base held another successful day of TT scrambles at Adelanto, in blistering heat and under a clear sky.

Three motos were run in each class with enough riders present to run separate events in all classes except 200cc, 500 and Open events in which the Amateurs and Experts rode toghther.

Steve Nichols took first in the 50cc class on his new K&N built Yamaha 50. Jay Lewis, also on a Yamaha, nailed down second in the 50 event. In the 100cc Expert event, two more ex-Honda riders scored victories on two-strokes. Gary Scott was first on a Hodaka, and Kirk McDowell took second on a Suzuki.

Oddly enough, a Hodaka and a Suzuki again finished first and second in the Powder puff event with Diane Connolly winning on the Hodaka and Sandy Lambert taking second on the Suzuki.

Big 250 Turnout

The 250cc event had the biggest turnout of riders and some of the most exciting races of the day. In the 250cc Novice event, a close duel between Ron Ringen (Kawasaki) and Walt Bird (Yamaha) ended with Ron the winner. Greeves rider Jon Lindeburg won the 250 Amateur event and as usual, Fred Edwards took the honors in the 250 Expert event by winning all three motos on his self-tuned Yamaha Enduro.

The two-strokes came on strong in the 500cc Amateur-Expert event with an all-out duel between Jerry Wellingham on an El Bandito Bultaco, and Jim Bassey on a 360 Maico. After three close races, Jerry ended up the winner. John Rice put on a good showing but wound up fourth.

Ben Fakkeldy easily won the Open Amateur/Expert event, Triumph-mounted. The day ended with an exhausted water truck, but everyone left in good spirits and we'll look for another Adalanto TT soon.

(Result on page 16)

chain-reaction of happenings produced the strangest yellow-plate program imaginable.

First, when the initial heat race was ready to go, discrepencies in timing were discovered, so the Experts ran instead while officials finalized the Amateur lineup. Then, with the starting order figured out, the first heat took off.

Bob Self (Royal Enfield) hopped into an early lead ahead of Mark Brelsford (Triumph) and last year's winner Jim Rice (BSA). In the heat of battle on lap 3, Brelsford and Rice made contact, and Rice wound up with a dangling skid-shoe. He continued on in third, however, and Brelsford got by Self for the lead. At least four laps passed and then Rice received the black flag...but he didn't stop. In fact, he picked up speed and closed on the front-runners. Then, on the final lap, as Rice lapped last place Jim Ashmore (H-D) the black flag was waved again. Ashmore, thinking it was meant for him, pulled in, and Rice continued on even more rapidly, passing both Self and Brelsford to cop the win.

Talk about mass confusion! Protest piled on top of protest as the other Amateur heats ran off (Don Harms's Harley turned back Tommy Rockwood's Triumph in one; Triumph-mounted Dave Smith beat out BSA rider Geezer Emick in the next).

Finally a decision was made. Rice's win would count, but a fine of $25 was levied against him for ignoring the black flag. Ashmore, although last place man in the heat, would be allowed to start the final, and to keep the peace among higher-up heat race finishers, all fourth-place men were also qualified for the feature instead of the usual three.

So the start of the Amateur 14-lap final found a bulging 13-rider field on the line. At the drop of the flag, Rice roared into the lead, but in turn one of the second lap Geezer Emick unloaded hard and a restart was called for.

Second try...this time with 12 men. Again Rice got the lead, again there was a crash on the second lap, sidelining Chal DeCecco (Triumph) and Bill Cody (H-D). ANOTHER restart, although the third time certainly wasn't a charm for Brelsford, as his machine blew on the line. So nine men finally got underway.

Self led Harms, Ashmore and Rice at the end of one lap, with Rice steadily moving up...third on the second lap, first on the third. And there he stayed, building up a full straightaway lead over Harms and Self, who swapped places bitterly until Don went out with only a lap to go. Or so it seemed. But – fittingly somehow, in the face of all the other hassles – the race ran 15 laps instead of the scheduled 14, and Rice was followed to the checker by Self, Smith, Terry Sage (BSA), Jack Wilkinson (Honda) and Ashmore. Everyone else had either crashed or dropped out, while four of the finishers wouldn't even have qualified for the race if no problems had arisen earlier.

And so another San Jose National makes history...the kind of history that gives officials gray hair, but certainly gives the fans their money's worth in action, suspense and drama.

(Results on page 16)

TRIUMPH GETS HORNEY

G. Brent Horney

The Triumph Corporation of Baltimore, Maryland has announced the appointment of G. Brent Horney as assistant to the Sales Promotion Manager. Horney started in advertising after he was graduated from the University of Baltimore, where he majored in Business Management and minored in Advertising. He has been the Advertising Manager for two companies since graduation and comes to Triumph Corporation from Entron of Silver Spring, Maryland.

ADVERTISING DISPLAY BOXES AVAILABLE

The Pirelli Tire Co., long a leader in progressive advertising has come up with a winner. The pictured set of three boxes make a spectacular display and have been admired by many in the advertising field.

Unique den or garage decoration is another possible application. The 3-box set is available to dealers or individuals (minus model) for $4.00, through Cosmopolitan Motors, 5521 Wayne Ave., Philadelphia, Pa. 19144.

Aggie Attempts Class A Experiment at Ascot

By Carol Sims

GARDENA, Cal., Aug. 30 – The first Class A speedway event ever held at Ascot Park took place last Friday night, replacing the usual half-mile flattrack show and meet with mixed reactions.

There were problems, always to be expected when presenting a new type of racing program, but most of these should be ironed out shortly.

The size and shape of the newly-formed 1/5 mile track created the most obvious hindrance. The oval has much longer straightaways than either Whiteman or Trojan, where the 500cc Eso and JAP fuel-burners perform on Saturday and Sunday nights. Hence, many machines were geared improperly, and the action was not as close as on the shorter courses.

Neither were the spectacular slides associated with speedway machines much in evidence, and little passing took place in the 14 four-man, four-lap team racing events. Some changes to the track surface should shape this up, though.

It was also difficult for first-time spectators to follow the team competition since neither riders nor machines sported numbers, but this facet of it could easily be solved if each member of a competing team wore the same colored jumber - with numbers.

Big winner of the night was Paul Conserriere, here leading Jim Ashworth (outside), Dave Stroman and Don Hawley to team race victory. Conserriere took Trophy Dash gold, too, winning race from last place start.

Trophy Dash time, and Rick Woods tries to get underneath DeWayne Keeter in the battle for runnerup spot. Woods made good his bid, and Keeter suffered his first loss after clean-sweeping all team heats he entered.

Conserriere, Keeter Top Scorers

Paul Conserriere and DeWayne Keeter of the Flyers were the winningest riders of the night; both took all their heats and Paul grabbed the Trophy Dash from last place to boot. Top scorer for the other team, the Falcons, was John Carter with 3 wins and a second to his credit. Final score was Flyers 54, Falcons 30. (A win counts for 3 points, second gives 2 points, and third place man gets 1 point.)

Following the team events came four 6-man heat races, two 6-man semis and a 6-man Handicap Final for non-team members. These proved to be the closest, most exciting matches of the evening.

Heat race winners were Sonny Nutter, Jack O'Brien, John Hateley and Elliott Schultz, with the semis going to Bruce Haserot and Steve Scott.

Then came a special 2-lap match race between Schultz and Scott, with Elliott emerging on top and getting a new Agajanian 98 helmet for his efforts.

Jack O'Brien was victorious in the 4-lap Handicap Final after overtaking early leader Sonny Nutter and staving off the bids of eventual runnerup Chuck Jones. Following Jones to the checker was Nutter ahead of Bruce Haserot, Jim Posey and Steve Scott.

It is hoped that some of the opening night difficulties will be overcome by this Friday so that all the close thrills and slidy styles associated with Class A speedway racing can be presented in their best light.

(Results on page 16)

Handicap final winner Jack O'Brien staves off strong attempt by second place Chuck Jones to pass.

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BAUMANN BOMBS AT VACA VALLEY AFM ROAD RACES

Story and Photos by George Martin

VACAVILLE, Cal., Aug. 18 – The last place in the world you'd expect to find a pair of Yamaha's precious 350cc Daytona road racers on an August Sunday would be Northern California's bumpy old Vaca Valley Raceway, but there they were, screaming around the course faster than double-geared lightning.

With the last of the AMA road race Nationals out of the way, Yamaha apparently decided to give the sleek orange and white 350s one more outing, and tapped Art Baumann and Mike Duff to ride them in the AFM-sanctioned event.

"Leo Lake (the man in charge of Yamaha's American racing machines) called me a few days before the race and asked me if I wanted to ride a 350," Baumann said. "He said they couldn't pay me any money, but I said forget it, just bring the machine."

Yamaha's decision was like a $200 gift from the gods to Baumann, who cut his racing teeth at Vaca Valley and who knows the track surface as well as anybody. Unless something drastic was to happen (and it didn't) the red-haired San Franciscan was a cinch for first overall in the 350-Open class.

Duff was a little less impressed. When asked how he found Vaca Valley he replied with one word: "Bumpy!" But Expert that he is, he began exploring the potholes and slick spots, and was soon getting around nearly as fast as Baumann and his fellow Vaca Valley "king" Ron Grant.

Bridgestone Battle

The production race, which was held immediately after the Grand Prix heats, turned out to be a battle of the Bridgestones. James Chen put his Honda 350 into turn one first, but on lap two he was passed by Jerry Greene's 350 Bridgestone and was being pressed by the 500 Suzuki of Oliver Bennett.

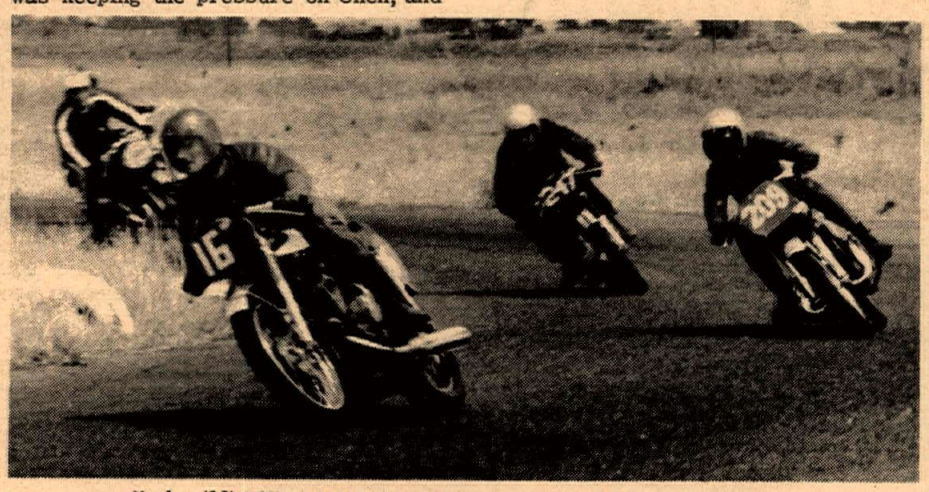
Another Bridgestone GTR, ridden by Hurley Wilbert, had made a bad start, but was carving through the pack and took fourth behind Bennett's Suzuki on the third time around. Bennett, meanwhile, was keeping the pressure on Chen, and finally got by the 350 Honda only to be passed in the turn by Wilbert's Bridgestone on the eighth lap. One lap later Wilbert nailed Greene and the disc-valve duo finished in one-two order.

Andy Baumann took the Open Class on his Triumph, and the 250 class was dominated by a gaggle of Bultaco Metrallas, Charles Overland being first, followed by John Gallagher, Ted Jewell and a rider named McPartland.

The 175cc final was a start to finish victory for speedy Dave Burchards, who was riding a very quick 160 Honda for the occasion. Dave Scott put Al Fergoda's rapid little Yamaha 100 twin racer into second place and held it there until the last lap when a slower rider crossed his line and Scotty unloaded. The little Yamaha now has a six-speed gearset and a stronger crank, and goes like the wind.

Second at the finish was Ralph Le Clercq, followed by Pete Giordanengo, Bob Knott and Eldon Parker.

Above: Make way for Phil Makanna! Make way for the Norton wind machine!



Hurley (16) Wilbert brings his Bridgestone through the pack to win.

The 250cc class gave young Mike Lane of Bakersfield a chance to show his stuff. Riding a TD1-C, Lane was third in the opening laps, then got into second by passing Ron Grant's Suzuki and began stalking leader Dave Scott on another Yamaha.

Lane's chance came on lap six, as the two riders rocketed off the banking and into turn two. Lane took a tighter line, braked just a split second later, and wedged his machine just a hair in front of Scott's in the turn. Accelerating hard he gained another few feet coming out of the turn, and then he began to slowly but surely draw out a significant lead, and was far ahead at the finish. Scott was second, Grant third, and Ron Pierce fourth, all on Yamahas.

Baumann Blasts To Win

With the 350-Open flag, Ron Grant's Suzuki 500 lit off first, closely followed by Phil Makanna on a thundering Norton Atlas. Baumann was third, and Duff was sixth.

But by lap two, Baumann had zapped both Makanna and Grant, and Duff had passed Jerry Greene's Bridgestone and one other rider to put himself in fourth. On the next go-round, Duff went by

Scotsman Dave Scott and his economical Fergoda Yamaha.

Makanna and Grant to get second, but catching first meant catching Baumann, and Art had no intention of letting that happen.

"I kind of thought about dropping back and having a dice," Art said later, "but I thought something might happen and maybe I couldn't get away again, so I thought, 'sorry Mike...'".

Behind the two Yamahas, Grant and Makanna were involved in a hot scrap which ended late in the race when Makanna's Norton began making funny noises and he cooled it. Working his way from deep in the pack to finish fifth was Byron Black, on a Kawasaki.

Black's mount was a rather odd one, a virtually stock 350cc Avenger engine in an A1-R racing frame. A little undertuned, but perhaps appropriate for the alleged president of the God's Bats Gentlemen's Motor Bicycle Racing Club.

Regretfully, the race was apparently the last Northern California AFM-sanctioned race for promoter John Renesch. Renesch had tried hard to bring professional road racing along in Northern California, but he is stymied by lack of a really suitable track. "Vaca Valley," he said, "just doesn't draw people." And spectators are where the promoting profit comes from. The new raceway to be built at Sears Point on the north shore of San Francisco bay could change all this next year. Let's hope so.

7th ANNUAL OREGON STATE CHAMPIONSHIP

By Jerry Acklen

GRANTS PASS, Ore., Sat., Aug. 24 – Heavy rains that canceled races to the North and eventually caused a cancellation of the Sunday championship races at Sunny Valley, held off for Saturday night's Oregon State Championship Motorcycle races at the Josephine County Fairgrounds.

The seventh annual season ender for the Fairgrounds races sponsored by the Rogue Valley Riders Inc. and sanctioned by AMA, were staged under a canopy of clouds that withheld release of any moisture until several hours after the races were completed and the final trophies awarded.

Nearly 200 entries provided some of the season's best races for the largest crowd of racing fans of the year that filled the two grandstands and a portion of the extra bleachers brought in for the events.

Plenty of spills on the crowded turns and one sensational flip that came in the 500 A Main in front of the grandstands just after the start of the race resulted in the race being black flagged and restarted. A Grants Pass rider, Fritz Espy, was unable to avoid a fallen bike and both his cycle and he did a flip in the air which caused him to lose some front teeth and break his right hand.

Cancellation of races in the northern part of the state sent several late entries to the Grants Pass races including a professional rider, Mark Williams of Springfield, Ore., who rode exhibition, winning the 20-lap Open A Main, but forfeiting the trophy although he collected the kiss from the trophy girl.

The race developed into one of the closest battles of the night during the early laps as Dick Chambers, riding a Triumph, took the lead. Although Williams, also riding a Triumph, tried valiantly through the first few laps, it wasn't until the sixth one that he managed to get by Chambers.

It became a three-man race by the 10th lap as Ron Bolling of Stockton, Calif., began crowding the two front-runners. He managed to pull ahead of Chambers for part of the 13th lap but Chambers got back into second place for all but the last yard of the event when Bolling took second by a matter of inches ahead of third placer, Dick Chambers. Williams had taken first by 10 yards. As it turned out, Bolling's thrilling finish got him the first-place trophy when Williams forfeited because of his professional status. The Springfield rider was a National leader in points in his last year of Amateur racing.

The win gave Bolling his second trophy of the evening to go with a second place trophy in the 250 A Main. Chambers collected three trophies also, but only one first for the night for winning the Open Class Trophy Dash. He got a second place trophy for his A Main race and was awarded the season's high-point trophy for Open Class at the end of the trophy presentations.

Double winners for the night were Gary Kapus of Vancouver, Wash., riding a Kawasaki in the 100cc Trophy Dash and the A Main and Jack Mott of Oregon City, Ore., riding a Triumph in the 500cc Trophy Dash and the A Main. John Renfro of Prospect, Ore. rode a Moto-Beta to win the beginners Trophy Dash and the A Main in that division.

(Results on page 16)

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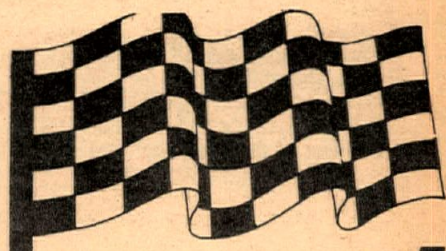

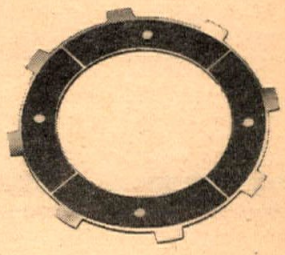

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7th ANNUAL OREGON STATE CHAMPIONSHIP RACES
Grants Pass, Ore., Sat. 8-24-68

By Jerry Acklen

TROPHY DASHES
100: #11, Gary Kapus Kaw
200: #95, Dennis Krois Yam
Kids: #72, John Renfro M-B
250: #19, Ron Bolling Hon
500: #159, Jack Mott Tri
Open: #49w, Dick Chambers Tri

"C" MAINS
100cc
1. Ron Matson Hod
2. Peter Simonsen M-B
3. Joe Kanton Hon

250 (1)
1. Richard Cole Kaw
2. Harvey Ziegler Yam
3. Ed Herrman Hon

250cc (2)
1. Larry Watkin Suz
2. LeRoy Jackson Yam
3. Roy Hovard Yam

"B" MAINS
100cc
1. Jim Arnold Kaw
2. Jerry DeWitt Kaw
3. Rick Ziegler Yam

200cc
1. Dave Russell Kaw
2. Jim Kiser Hon
3. Jim Henson Kaw

KIDS
1. Lance Espy Hon
2. Frank Word III Suz
3. David Reed Bul

250cc
1. Gary Thompson Yam
2. Jim Saitone Bul
3. Jerry DeWitt Kaw

500
1. Ray Beck Hon
2. George Tamlin Hon
3. Wally Martin BSA

OPEN
1. Donald Weeks BSA
2. John Ridgeway Tri
3. Rob Foley Tri

"A" MAINS
100cc
1. Gary Kapus Kaw
2. Dave Russell Kaw
3. Ralph Detloff Hon

200cc
1. Mike Branam Bul
2. Harold Morse Bul
3. Dennis Krois Yam

KIDS
1. John Renfro M-B
2. Randy Johnson Kaw
3. Dennis Crews Bri

250cc
1. Randy Scott Yam
2. Ron Bolling Hon
3. Dwane Francisco Kaw

500cc
1. Jack Mott Tri
2. William Jackson Tri
3. Ralph Detloff Hon

OPEN
1. Ron Bolling BSA
2. Dick Chambers Tri
3. Bob Vaughn Tri

SEASON HIGH POINT
100: Dwane Francisco Kaw
200: John Soy Bul
250: Mike Thompson Tri
Open: Dick Chambers Tri

MESA M.C. SOUTH BAY TT
San Diego, Cal., Sun., Aug. 25, 1968

By Bill Harmer

100cc NOV. MAIN
1. Dave Stauffer Bri
2. Sal Peluso Yam
3. Frank Smith Suz

100cc EXPERT MOTOS
1. Jim McGuire Hod
2. Mickey Chiara Hod
3. Wayne Hosaka Hod

200cc MOTOS
1. Larry Collie Kaw
2. Chuck Palmer Kaw
3. Jim Casey Bri

250cc NOVICE MAIN
1. Wayne Clarke Kaw
2. Jack Sweeney Bul
3. Cliff Williams Kaw

250cc EXPERT MOTOS
1. Ray Vanderpool Yam
2. Ward Ring Hus
3. Dick Mills Bul

500cc MOTOS
1. Tim Leque Bul
2. Ellis Bole Tri
3. Jack Evans BSA

OPEN NOVICE MOTOS
1. Richard Ribley Nor
2. Gary Pendleton Tri
3. Wayne Butterfield Tri

OPEN EXPERT MOTOS
1. Wayne Hosaka BSA
2. Al Finan Nor
3. Earl Barker BSA

UVAS DAM SCRAMBLES
San Jose, Cal., Sun., Aug. 18, 1968

By Dale Ivan

100cc NOVICE
1. Tim Ronsse Hod
2. Ron Leidi Hod
3. Pat Brown Hod
4. Walt Nunes Yam

100cc AMATEUR
1. Ray Douglas M-B
2. Fred Guzzi Hod
3. Fred Bennett Hod

200cc NOVICE
1. Steve Pestoni Suz
2. Dave Pestoni Suz
3. Joel Woods Bul

200cc AMATEUR
1. Robert Cobb Bul
2. Larry Darr Bul

250cc NOVICE
1. Ed Bean Yam
2. Don Ivan Bul
3. Chuck Ivie Bul
4. Dale Ivan Yam
5. Randy Lackey Suz

250cc AMATEUR
1. Steve Wilson Oss
2. Dick Plowman Hus
3. Jim Holmes Bul

250cc EXPERT
1. Paul Johnson Suz
2. Keith Carlson Bul
3. Dave Bellina Yam

350cc NOVICE
1. Slim Odendahl Yam
2. Jim Davis Hon
3. Bill Roberts Hon
4. Joe Strite Hon

500cc NOVICE
1. Bill Landsborough BSA
2. Steve Wolkow Bul
3. Bob Jenson Tri
4. Mike Melvin Mon

500cc AMATEUR
1. Ken Baisa Tri
2. Jim Spaldin g Tri
3. Reggie Holt Mon
4. Jerry Greech Tri

500cc EXPERT
1. Bob Sousa Tri
2. Keith Carlson Hus
3. Vern Tranberg Hon

650cc NOVICE
1. Paul Karpinski Tri
2. Steve Spence Tri
3. Chuck Treseler Tri
4. Howard Sutton Tri

650cc AMATEUR
1. Ken Godfrey BSA
2. Joey Iacobitti Tri
3. Clem Kramer BSA
4. Bill Kilby Tri
5. Bob Robertson BSA

650cc EXPERT
1. Lance Anderson BSA
2. Bud Kneass Tri
3. Bob Boas Tri

LUCKY SPOKES M.C. SPORTSMAN SCRAMBLES
Brush Prairie, Wash., Sun., Aug. 25, 1968

By N.A. Williams

100cc
TROPHY DASH
Bernie Wheeler Hon

A MAIN
1. Bernie Wheeler Hon
2. Tom Gilkison Suz
3. Mark Baker Bul

B MAIN
1. Leo Hannula Hod
2. Alan Mundt Bri

200cc
TROPHY DASH
1. Dan Kirk Bri

A MAIN
1. Mark Baker Bul
2. Don Kirk Bri
3. Cliff Scott Kaw

B MAIN
1. Charlie Loitz Bri
2. Dan Davidson Hon

250cc
TROPHY DASH
Mike Gregg Kaw

A MAIN
1. Mike Gregg Kaw
2. Allen Morinville Kaw
3. Bob Lindauer Yam

B MAIN
1. Vern Loy Duc
2. Lonny Hannula Yam

500cc — TROPHY DASH
Mike Gregg Kaw

A MAIN
1. Mike Gregg Kaw
2. Ken Hart Yam
3. Allen Morinville Kaw

B MAIN
1. Ron Dinnebeck Mai
2. Louie Blakeslee Duc

OPEN CLASS MOTO
1. Bob Lindauer Tri
2. Ron Dinnebeck Mai
3. Tom Leslie Tri

DESERT PHANTOMS TT SCRAMBLES
Adelanto, Cal., Sun., Aug. 18, 1968

POWDER PUFF
1. Diane Connolly Hod
2. Sandy Lambert Suz
3. K. Wright Suz

50cc
1. Steve Nichols Yam
2. Jay Lewis Yam
3. Hank Scott Hon

100 NOVICE
1. Bill Hardon Suz
2. Andy Skeel Hon
3. Dennis Ray Kaw

100 AMATEUR
1. Dale Hopkins Suz
2. J. Gilchrist Yam
3. Richard Sweaney Kaw

100 EXPERT
1. Gary Scott Hod
2. Kirk McDowell Suz
3. Marty Endless Hon

200 NOVICE
1. Craig Cove Oss
2. Gary Riley Bul
3. Tom Pollard Bul

200 AM./EXPERT
1. Mike Bast Bul
2. Steve Bast Bul
3. Dan Hockie Oss

250 NOVICE
1. Ron Ringen Kaw
2. Walt Bird Yam
3. Jeff Robin Yam

250 AMATEUR
1. Jon Lindeburgh Gre
2. Eddie Shinault Hus
3. Sandy Armstrong Bul

250 EXPERT
1. Fred Edwards Yam
2. Mike Boal Bul
3. James Bailey Suz

500 NOVICE
1. M.M. Clark BSA
2. Gary Shaffer Tri
3. Ray Shaffer Tri

500 AM./EX.
1. Jerry Willingham Bul
2. James Bassey Mai
3. Joe Floor Tri

OPEN NOVICE
1. Fred Corley Tri
2. Jim Maupin Tri
3. Terry Armstrong Tri

OPEN AM./EX.
1. Ben Fakkeldy Tri
2. Ron McDaniels Kaw
3. Dick Allen Tri

ELSINORE SCRAMBLES
Elsinore, Cal., Sun., Aug. 23, 1968

By John Taylor

100 NOVICE MAIN (1)
1. B. Hardin Suz
2. L. Bird Yam
3. D. Dewitt Yam
4. R. Aquirri Bul
5. D. Ney Hod

100 NOVICE MAIN (2)
1. J. Dunn Bri
2. C. Hiland Kaw
3. T. Berry Yam
4. R. Talbot Hon
5. T. Lynch Hod

200 NOVICE MOTOS
1. D. Hopkins Suz
2. D. Sprayberry Ben
3. K. Tennis (tie) Kaw
3. G. Ocker (tie) Hod

250 NOVICE MAIN
1. T. Gayle Hus
2. L. Bochkay Yam
3. C. Smith Bul
4. B. Bartels H-D

350 NOVICE MOTOS
1. D. Rich Duc

500 NOVICE MAIN
1. E. Walker Tri
2. G. Nord BSA
3. R. Meyer BSA
4. F. Ching BSA

OPEN NOVICE MAIN
1. J. Taylor Tri
2. E. Walker Tri
3. P. Armstrong Tri

100 EXPERT MAIN
1. D. Hopkins Suz
2. K. Tennis Kaw
3. D. Aldana Suz

500 EXPERT MOTOS
1. D. Lenar BSA
2. C. Patrick BSA
3. M. Labor BSA
4. C. Rader Duc

OPEN EXPERT MOTOS
1. J. Sprague Tri
2. E. Walker Tri
3. J. West Bul

250 EXPERT MOTOS
1. J. Sprague Bul
2. J. West Bul
3. B. Bart Bul

SWEEPSTAKE
1. J. Sprague Tri

TRIPLE-M SPEEDWAY SCRAMBLES
Marysville, Cal., Sun., Aug. 18, 1968

By Babs Chase

100cc NOVICE
1. Ronnie Blackman Hod
2. Jim Osgood Suz
3. Tom Legg Suz

200cc NOVICE
1. Don Gentili Yam
2. Don Rudd Yam
3. Johnnie Fete Hon
4. James Skelton Kaw

250cc NOVICE
1. Dan Erickson Suz
2. Ken McKim Yam
3. Al Krill Kaw
4. Tom Hammer Kaw

250cc AMATEUR
1. Jim Nichols Hod
2. Manfred Heyrend Suz
3. Joe Boll Hon
4. James Dorsey Oss

250cc EXPERT
1. Robert Haustein Bul
2. Stan Stanton Bul
3. Jimmie Richardson Bul

350cc NOVICE
1. Rick Graves Bul
2. Paul Donaldson Oss
3. Joe Brazil Kaw
4. Al Caramella Yam

500cc NOVICE
1. Dennis Thompson Yam
2. Windy Foreman Gre
3. Jim Hershman Hus
4. Mike Said Bul

500cc AMATEUR
1. Stephen Young Yam
2. Jim McClinton Bul
3. Willie Battaglia Suz
4. Borclay Trehal

650cc NOVICE
1. Bob Bruhe BSA
2. Dan Holly Tri
3. William Moss Tri
4. Pat Knight Bul
5. Jerry Knight Mai

650cc EXPERT OPEN
1. Terry Sage Tri
2. Cliff Aksland
3. Jim Nichols (Am)
4. Dan Davies Tri

FAMES M.C. SCRAMBLES
Fremont 8-11/68

By Babs Chase

100cc NOVICE
1. I. Shigemasa Hod
2. W. Nunes Yam
3. D. Siveira Yam

100cc AMATEUR
1. F. Bennett Hod
2. R. Douglas M-B
3. F. Guzzi Hod

200cc NOVICE
1. D. Prestoni Suz
2. S. Lancer Bul
3. C. Carpenter Bul

200cc AMATEUR
1. D. Coffaro Bul
2. L. Darr Bul
3. J. Tyler Bul

250cc NOVICE
1. J. Pearce Oss
2. D. Ivan Bul
3. K. Treist Bul

250cc AMATEUR
1. H. Raggio Yam
2. J. Rice Bul
3. D. Cowles Mon

250cc EXPERT
1. D. Hansen Kaw
2. A. Kenyon Bul
3. H. Dring Yam

350cc NOVICE
1. S. Odendahl Yam
2. T. Harris Hon
3. B. Henwood Hon

350cc AMATEUR
1. D. Murray Hon
2. B. Riddle Yam
3. I. MacLachlan Duc

500cc NOVICE
1. J. Fritz Tri
2. M. Melvin Mon
3. D. Whitehead Tri

500cc AMATEUR
1. K. Basta Tri
2. G. Smart Mon
3. J. Bowers BSA

500cc EXPERT
1. P. Johnson Bul
2. R. Wymer BSA
3. B. Sousa Tri

650cc NOVICE
1. P. Turner BSA
2. B. Chisolm BSA
3. L. Sandoval BSA

650cc AMATEUR
1. M. Rinald BSA
2. C. Marcucci Tri
3. T. Davis Tri

650cc EXPERT
1. L. Anderson BSA
2. B. Haynes Tri
3. J. Fraser Tri

DESERT CHALLENGERS M.C.
Deadman's Point, Cal., Sun., Aug. 4, 1968

100cc CLASS
1. Cleve Thomas V-T
2. Jack Frolich Bul
3. David Aldana Suz
4. Dwayne Anstead Hod
5. J. Johnson Hod
6. Don Grieve Hod
7. Mike Keena Bul
8. Carl Steven Sac
9. Jan Bandringa Suz
10. Al Wurtzel Zun
11. Doug Field Hod
12. Ed Scheidler Hod
13. Wes Anderson Sr. S-S
14. Wayne Parish M-B
15. John Speakman Suz

250cc CLASS
1. Mike Patrick Yam
2. Garry Schuelke Bul
3. Dave Lopera Bul
4. Wes McAllister Bul
5. Nick Marcinkovich Hus
6. Al Hillan Hus
7. Dexter L. Halldin Yam
8. Dick Breker Hus
9. Bob McLaughlin Sac
10. Tom Horton —
11. Frank Cochrane C-Z
12. Robert Habermehl Bul
13. Ken Newton Yam
14. Pete Roberts Hus
15. Ernie M. Pascna Bul

OPEN CLASS
1. Neil Fergus Bul
2. Tom Maxwell Nor
3. Whity Mai
4. Ray Alexander Bul
5. David Pleasant Hus
6. Warren Seigfred Tri
7. Carl Spahr Tri
8. Steve Lilly Tri
9. Don Hill —
10. Scotty Evans Hus
11. Jim Young Tri
12. Bob Mazzenga Tri
13. Ronald Smith Mai
14. D.E. Hall Mai
15. Ernie Nogosek Tri

LANCASTER NOVICE/AMATEUR SHORT TRACK
Lancaster, Cal., Thurs., Aug. 29, 1968

TROPHY DASH (3 Laps)
1. Keith Mashburn Yam
2. Alex Chinowski Hon
3. Terry Donaher Yam
4. Norm Elledge Tri
Time: 47.80

B MAIN (8 Laps)
1. Terry Donaher Yam
2. Steve Bast Duc
3. Carroll Skov Bul
4. Bill Fulton Bul
5. Tom Gowing Bul
6. James Dauk Yam
7. John Larsen Tri
8. Gil Robbins H-D
9. Mike Ninci Bul*
Time: 2:07.60
*Did Not Finish

A-MAIN (10 Laps)
1. Keith Mashburn Yam
2. Alex Chinowski Hon
3. Tom Sherman H-D
4. Jim Connolly Oss
5. John Riggen Bul
6. Steve Ellsworth Bul
7. Dave Stroman H-D
8. Norm Elledge Tri
9. Randy Smith Suz
Time: 2:35.70

RESULTS

SACRAMENTO SHORT TRACK
Sacramento 8-23-68

By Lisa Willis

100cc NOVICE
1. Bill Strange Suz
2. Terry Henery M-B
3. Bob Borzelleri Bri

100cc AMATEUR-EXPERT
1. Kenny Roberts Suz
2. Jerry Helwig Hod
3. Pat Rooney Bri
4. John Grant M-B

200cc NOVICE
1. John Green Kaw
2. Jim Miller Bul
3. Sparky Pinola Kaw

200cc AMATEUR-EXPERT
1. Milan Vickers Kaw
2. Greg Moore Bul
3. Mike Ellis Yam
4. Joseph Boll Bul

250cc NOVICE
1. Jeff Holman Bul
2. Jim Crenshaw Yam
3. Pat McKee Bul

250cc AMATEUR
1. Jim Rodaer Bul
2. Don Clasley Bul
3. Jerry Pratt Bul

250cc EXPERT
1. Cliff Aksland Suz
2. George Carter Yam
3. Ray Vatne H-D
4. Mike Corcoran Bul

POWDER PUFF
1. Debbie Jackline Suz
2. Sue Childress Bri
3. Darlene Carlton Kaw

14-MILE AMA NATIONAL CHAMPIONSHIP HALF-MILE
San Jose, Cal. 9-1-68

14-MILE NATIONAL
1. Bart Markel H-D
2. Gary Nixon Tri
3. Chuck Palmgren Tri
4. Dan Haaby H-D
5. Mert Lawwill H-D
6. Gene Romero Tri
7. Cal Rayborn H-D
8. Roger Reiman H-D
9. Fred Nix H-D
10. Dusty Coppage Tri
11. Art Barda Vel
12. Ralph White BSA
Time: 13:47.21

15-LAP AMATEUR FINAL
1. Jim Rice BSA
2. Bob Self R-E
3. Dave Smith Tri
4. Terry Sage BSA
5. Jack Wilkinson Hon
6. Jim Ashmore H-D
7. Alex Chinowski BSA*
8. Don Harms H-D*
9. Tom Rockwood Tri*
10. Mark Brelsford Tri*
11. Bill Cody H-D*
12. Chal De Cecco Tri*
13. Geezer Emick BSA*
Time: 7:30.49

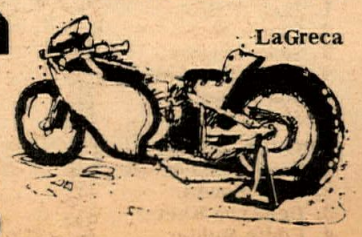
15 MILE AMA NATIONAL CHAMPIONSHIP
Sedalia, Mo., Aug. 25

By Mike Fleetwood

1. Fred Nix H-D
2. Bart Markel H-D
3. Cal Rayborn H-D
4. Roger Reiman H-D
5. Dick Mann BSA
6. Chuck Palmgren Tri
7. Gene Romero Tri
8. James Odom Tri
9. Darrel Dovel H-D
10. Al Gaskill H-D
11. Dan Haaby H-D
12. Pat Gosch Tri
13. Ron Widman H-D
14. Robert Delie H-D
15. Gary Nixon Tri
16. John Tibben H-D
17. Joe Messaros H-D
18. Gary Paul H-D
19. Richard Moore Tri
20. Mert Lawwill H-D

8-MILE AMATEUR NATIONAL

1. Jim Rice BSA
2. Mark Brelsford H-D
3. Larry Darr H-D
4. Danny Ware BSA
5. Robert Maiers BSA
6. Jack Forrester H-D
7. Mike Ninci H-D
8. Wendel Whisenhunt Tri
9. Louis Evans H-D
10. Bill Kennedy Tri


LaGreca

NATIONAL POINT STANDINGS

		Houston	Daytona	Richmond	Reading	Detroit	Louisville	Loudon	Heidelberg	Columbus	Portland	Castle Rock	Ascot TT	Santa Rosa	Indianapolis	Lincoln	Peoria	Santa Fe	Sedalia	Total
1.	25 Cal Rayborn	13	*101	19	--	13	13	*86	42	26	13	--	28	--	*86	19	4	--	34	— 497
2.	1 Gary Nixon	*26	19	13	34	34	8	76	52	*53	35	--	7	1	76	26	13	1	--	— 484
3.	95 Fred Nix	--	--	34	43	19	19	10	22	43	*62	--	--	*53	59	4	8	*26	*53	— 455
4.	4 Bart Markel	--	--	*53	*53	43	*53	--	35	--	52	--	--	43	--	--	*53	19	43	— 447
5.	2 Dick Mann	--	--	--	26	26	1	59	--	19	4	43	--	--	--	--	43	13	19	— 328
6.	22 Dan Haaby	--	--	43	8	--	43	37	28	--	17	13	52	13	67	--	--	--	--	— 321
7.	18 Mert Lawwill	19	--	26	19	1	--	52	7	34	42	--	--	34	41	--	--	--	--	— 275
8.	20 Gene Romero	--	46	4	--	--	34	16	4	--	10	--	34	8	25	*53	--	--	8	— 242
9.	38 Chuck Palmgren	--	--	1	13	8	26	28	1	13	28	--	4	26	37	13	--	4	13	— 215
10.	79 Buddy Elmore	--	61	--	--	--	--	34	17	--	--	--	--	--	52	--	--	--	--	— 164
11.	59 Skip VanLeeuwen	--	--	--	--	--	--	7	--	--	--	*53	*62	--	--	34	1	--	--	— 157
12.	66R Walt Fulton	--	--	--	--	--	--	46	*62	--	--	--	--	--	46	--	--	--	--	— 154
13.	61Z Ron Grant	--	67	--	--	--	--	41	--	--	--	--	--	--	34	--	--	--	--	— 142
14.	32 Dusty Coppage	--	--	--	--	--	--	19	13	--	--	8	43	--	--	43	--	--	--	— 126
15.	Yvon DuHamel	--	91	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	— 91

	Rayborn	Nixon	Nix	Markel
Houston	13	26	0	0
Daytona	114	45	0	0
Richmond	133	58	34	53
Reading	133	92	77	106
Detroit	146	126	96	149
Louisville	159	134	115	202
Loudon	245	210	125	202
Heidelberg	287	262	147	237
Columbus	313	315	190	237
Portland	326	350	252	289
Castle Rock	326	350	252	289
Ascot (TT)	354	367	252	289
Santa Rosa	354	368	305	332
Indianapolis	440	444	364	332
Lincoln	459	470	368	332
Peoria	463	483	376	385
Santa Fe	463	484	402	404
Sedalia	497	484	455	447

Point standings following each nat'l

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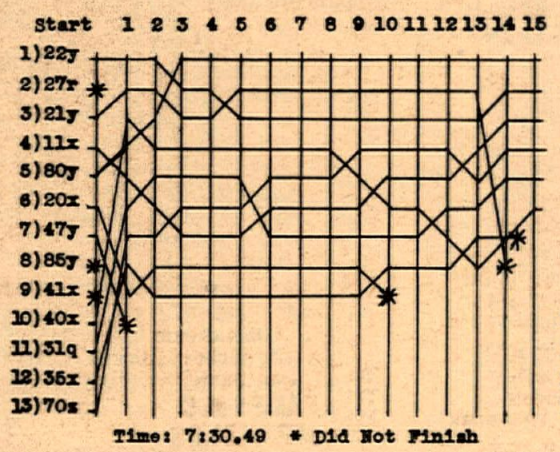
15-LAP AMATEUR NATIONAL

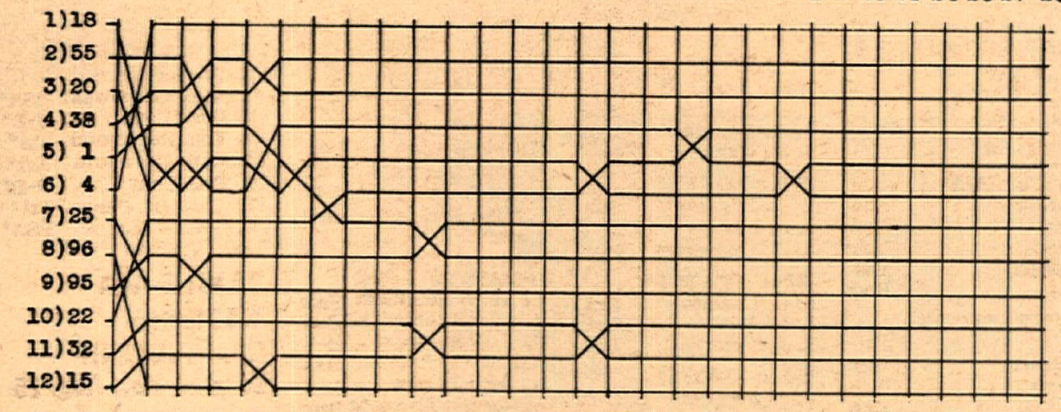


Finish
1) 80y Jim Rice (BSA)
2) 22y Bob Self (R.E.)
3) 11x Dave Smith (Tri)
4) 70x Terry Sage (BSA)
5) 31q Jack Wilkinson (Hon)
6) 40x Jim Ashmore (H-D)
7) 35x Alex Chinowski (BSA) *
8) 21y Don Harms (H-D) *
9) 20x Tom Rockwood (Tri) *
10) 47y Mark Brelsford (Tri) *
11) 41x Bill Cody (H-D) *
12) 85y Chal DeCecco (Tri) *
13) 27r Geezer Emick (BSA) *

Time: 7:30.49 * Did Not Finish

14-MILE AMA SAN JOSE NATIONAL CHAMPIONSHIP HALF-MILE

LAP CHARTS by Carol Sims



Finish Time: 13:47.21
1) 4 Bart Markel (H-D)
2) 1 Gary Nixon (Tri)
3) 38 Chuck Palmgren (Tri)
4) 22 Dan Haaby (H-D)
5) 18 Mert Lawwill (H-D)
6) 20 Gene Romero (Tri)
7) 25 Cal Rayborn (H-D)
8) 55 Roger Reiman (H-D)
9) 95 Fred Nix (H-D)
10) 32 Dusty Coppage (Tri)
11) 96 Art Barda (Velo)
12) 15 Ralph White (BSA)

ASCOT PARK SPEEDWAY
Aug. 30

TEAM WINNERS:
FLYERS
1. Paul Conserriere
2. DeWayne Keeter
3. Eddie Mulder
4. Ron Miller
5. Rick Woods
6. Dave Stroman
7. Dick Aurandt
8. Homer Knapp

HEAT RACE
1. Sonny Nutter
2. John Hateley
3. Jack O'Brien
4. Elliott Schultz

1st SEMI-MAIN
1. Bruce Haserot
2. Chuck Jones
3. Sonny Nutter

2nd SEMI-MAIN
1. Steve Scott
2. Jack O'Brien
3. Jim Posey

MATCH RACE
1. Elliott Schultz
2. Steve Scott

HANDICAP FINAL
1. Jack O'Brien
2. Chuck Jones
3. Sonny Nutter
4. Bruce Haserot
5. Jim Posey
6. Steve Scott

TROPHY DASH
1. Paul Conserriere
2. Rick Woods
3. DeWayne Keeter
4. Eddie Mulder

TROJAN CLASS A SPEEDWAY
So. Gate, Cal., Sun., Sept. 1, 1968

By Mike Capalite

TROPHY DASH
1. Steve Scott — Eso
2. John Carter — Eso
3. Elliott Schultz — Eso

C MAIN EVENT
1. Larry Heinselman — JAP
2. Ron Miller — JAP
3. Tim Bamford — JAP
4. John Riggen — JAP

B MAIN EVENT
1. John Carter — Eso
2. Norm Elledge — JAP
3. Bill Todd — JAP
4. Steve Bast — JAP

A MAIN EVENT
1. Elliott Schultz — Eso
2. Sonny Nutter — JAP
3. Steve Scott — Eso
4. Rick Woods —

WHITEMAN CLASS A SPEEDWAY
Pacoima, Cal., Sat., Aug. 31, 1968

By John Grout

NEW RECORDS:
4-lap—57:84,
1-lap—13:92:
Jimmy Nicholson
TEAM SCORES:
Valley Red Devils, 48
Los Angeles Tigers, 36

INDIVIDUAL SCORES:

Jim Nicholson	12
Jack O'Brien	11
Don Hawley	9
John Hateley	7
Elliott Schultz	6

NON-TEAM SEMI MAIN:
1st SEMI
1. Eddie Mulder — Eso
2. Ron Miller — JAP
3. Dave Aldana — JAP

2nd SEMI
1. Mike Konle — JAP
2. Tim Bamford — JAP
3. Larry Heinselman — JAP

MAIN EVENT
1. Eddie Mulder — Eso
2. Ron Miller — JAP
3. Dave Aldana — JAP
4. Mike Konle — JAP

TROPHY DASH
1. Eddie Mulder — Eso
2. Homer Knapp — Eso
3. Bill Todd — JAP
4. Randy Ellis — JAP

SPOKE BENDERS EUROPEAN SCRAMBLES
Mojave, Cal. 8-25-68

TRAIL NOVICE
1. D. Morgan — Hon
2. C. Crowther — Hod
3. M. Wilson — VT

TRAIL AM./EXPERT
1. W. Anderson J. Morgan-tie (Ex) — Hod
2. D. Goldsmith — (A) H-D
3. J. Froelich — (E) Bul
4. G. Griffin — (E) Hod
5. T. Clark — (A) Hod

250 NOVICE
1. L. Tofutzenreuter — Bul
2. T. Nicklos — All
3. M. Wilson — Bul

250 AM./EXPERT
1. L. Bergquist — (E) Bul
2. B. Ydiano — (E) Hus
3. G. Griffin — (E) Bul
4. D. Ellis — (A) Hus

500-OPEN NOVICE
1. L. Gattis — Hus
2. L. Burn — Hus
3. C. Raubman — Tri
4. D. Pleasant — Hus

500-OPEN AM./EXPERT
1. R. Nelson — (E) Mon
2. S. Hurd — (E) Nor
3. M. Patrick — (E) Nor
4. T. Smith — (A) Mon

TROJAN RACEWAY SHORT TRACK AND TT
So. Gate, Cal., 8-29-68

100cc JUNIOR SHORT TRACK
1. Gene Cannady — Hod
2. Vincent Graves — Hod
3. Mark Blackwell — Yam

100cc SENIOR SHORT TRACK
1. Paul Wilde — Yam
2. Gary Bailey — Hod
3. Dan Hazel — Yam

250cc JUNIOR SHORT TRACK
1. Larry Shoemaker — Yam
2. Loyal Penn — Bul
3. Gary Scott — Yam

250cc SENIOR SHORT TRACK
1. Gary Bailey — Gre

100cc JUNIOR TT
1. David Ham — Bri
2. Jack Morgan — Hod
3. Frank Morgan — Hod

100cc SENIOR TT
1. Gary Bailey — Hod
2. Paul Wilde — Yam
3. Bryan Spinks — Yam

250cc JUNIOR TT
1. Bryan Spinks — Yam
2. Larry Shoemaker — Yam
3. Gary Scott — Yam

250cc SENIOR TT
1. Gary Bailey — Gre
2. Jerry Formby — Yam

100cc TT TROPHY DASH
1. Gary Bailey — Hod

250cc TT TROPHY DASH
1. Gary Bailey — Gre

RESULTS

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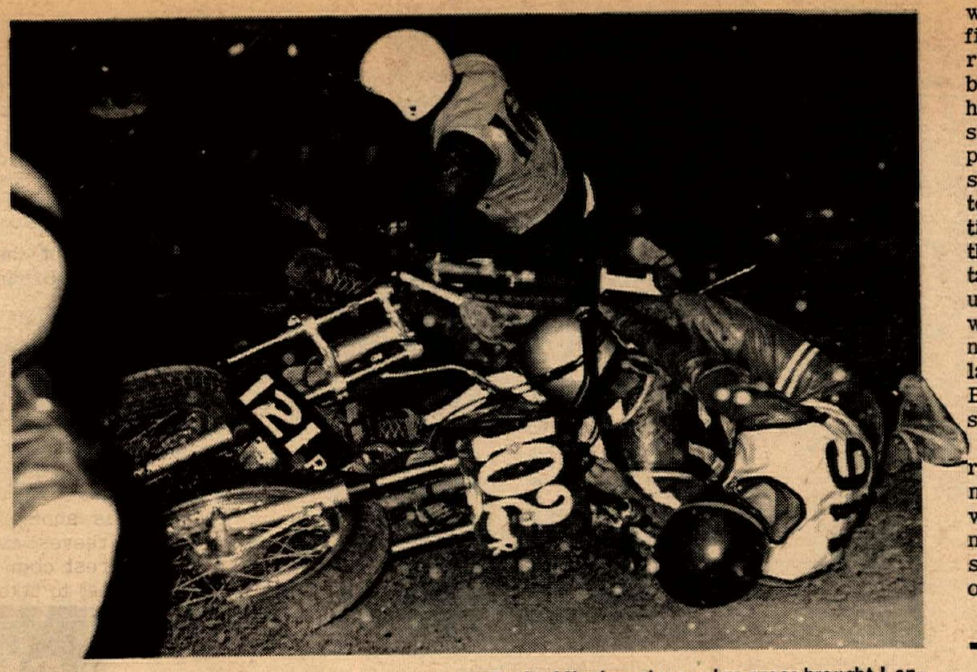


Typical Novice class criss-cross brought Lancaster Short Track fans to their feet. One took an examination after this spill.

THRILLS AND SPILLS AT DESERT SHORT TRACK

LANCASTER, Cal., Aug. 29 –

The track was a flat 1/5-mile. The surface was decomposed granite and desert, which has never worked yet. Practice was cut short due to the late sign-up and the reconditioning of the track surface. Promoter J.C. Agajanian wheel packed in his Cadillac while Don Basile dragged the track with the tractor. Three of the first four riders out for practice unloaded, including the eventual winner Keith Mashburn. They soon got the hang of it, however, and as the evening progressed they mastered the slippery, bumpy course. The grandstands were filled with fairgoers who got their share of thrills and spills that could only be provided by a motorcycle short track.

The first turn on the first lap of the first heat race met a grinding crash that left top-ranked Novice rider Don Dudek (128r) and rising star in the Amateur division Geezer Emick (27r) without rides for the remainder of the evening. Mashburn, mounted on his Yamaha DT-1 TT bike was an easy victor in the first heat.

The second heat saw Amateur Alex Chinowski (35x) finding that the high groove proved to be the short way home as Alex's Honda got a bit out of the final turn that settled the win.

The third heat went to another Amateur, Triumph-mounted Norm Elledge (65r) who was followed across the line by Novice Tom Sherman (226r). The rough track continued to take its toll of riders and machines. The finish of the third heat saw three out of the original Amateurs out of contention due to accidents.

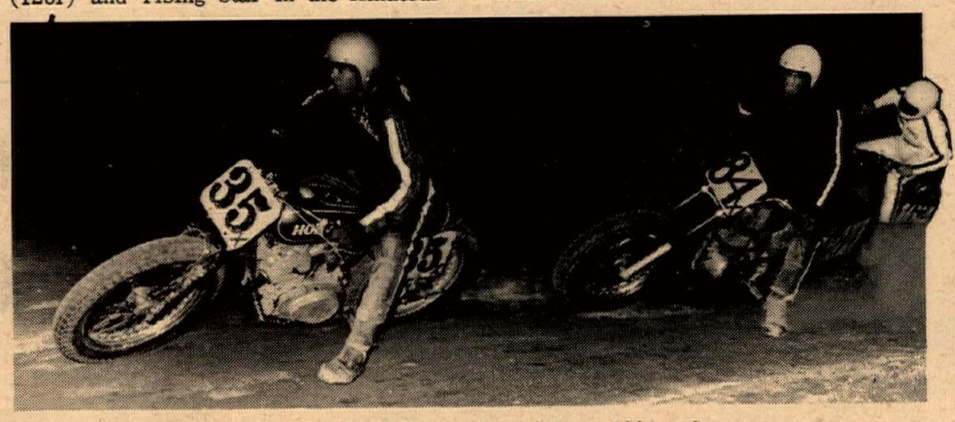
As racing progressed the track surface seemed to improve as the fourth and final heat was the fastest heat race of the evening. Yamaha-mounted 201r Terry Donaher outdistanced Bultaco rider 116r Steve Bast in the four lap fray with a time of 103.03.

The Trophy Dash pitted heat race winners Mashburn, Donaher, Chinowski, and Elledge with Keith taking the win over his Amateur rival Chinowski with Donaher coming home third as Elledge slid out on lap two.

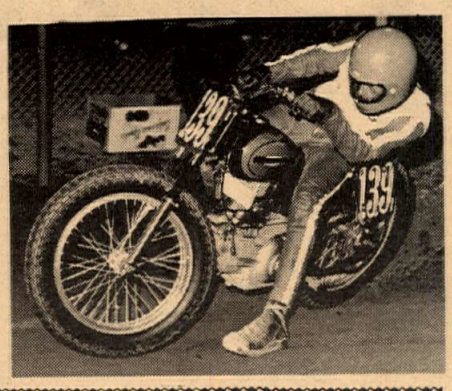
After extensive track dragging during intermission the B Main was off, and what a thrill (and spill) show it was. The first corner again took it's toll as 4 riders tangled. All were able to restart, but Carroll Skov, 102r, was taken to the hospital for examination at the conclusion of the program complaining of leg pains. On the restart 160z Gil Robbins slid wide on turn two and went down only to get up and do it again the following time, but this time he took a 50 mph trip through the pit area and into now-spectating 128r Don Dudek. Don was shaken up for awhile but seemed all right later while attending festivities on the first night of the Fair. Finally lasting the ten laps was Terry Donaher ahead of Steve Bast and Carroll Skov, who put on a good show despite his injuries.

The combination of Keith Mashburn's riding, Dennis Mahan's tuning, and Yamaha's endurance again proved to be the winning one in the 10-lap A Main. The national number one Novice rider had a sizeable lead over runnersup Alex Chinowski and Tom Sherman.

(Results on page 16)



Alex (35x) Chinowski said recent Cycle News writeup improved his performance.



250cc machines set a slidy pace for the people as Amateurs and Novices had the spotlight all to themselves. Number one Novice Keith (101r) Mashburn took the tiger's share of the purse away from all the rest...including some of the top Amateurs as professional racing returned to the California desert.

SPEED UP AT GOODYEAR

AKRON, Ohio, Aug. 15 – A new distribution program to increase and accelerate availability of motorcycle racing tires has been announced by The Goodyear Tire & Rubber Company to meet a steadily increasing demand.

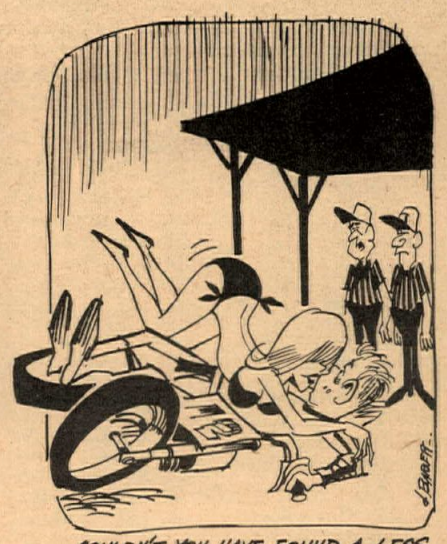
"Continuing successes of Goodyear's Blue Streak motorcycle racing tires have produced a growing demand for these specialized tires from competition drivers throughout the country," said Joseph W. Haney, manager of cycle tire sales for Goodyear.

"The sport of motorcycle racing, which has long been popular in the United States, is growing rapidly along with the increasing interest in motorcycle riding for pleasure," Haney said. "We are pleased that we are now able to make racing tires more immediately available to competition riders throughout the country."

Under the new program, according to Haney, Goodyear dealers and service stores handling the company's line of non-competition motorcycle tires will now be able to offer Blue Streak motorcycle racing tires, which will be available through Goodyear's network of regular motorcycle tire distributors. Until now, Goodyear's motorcycle racing tires had been available only through the company's six regional racing tire distributors.

Haney said the racing tires are designed and intended only for racing purposes and are not suitable for street operation. He added that Goodyear's special land speed record tires for motorcycles will continue to be available only on special order through the Goodyear Racing Division in Akron.

This season Goodyear Blue Streak motorcycle racing tires were on every winning cycle in AMA pave track National Championship races, matching Goodyear's 1967 performance.



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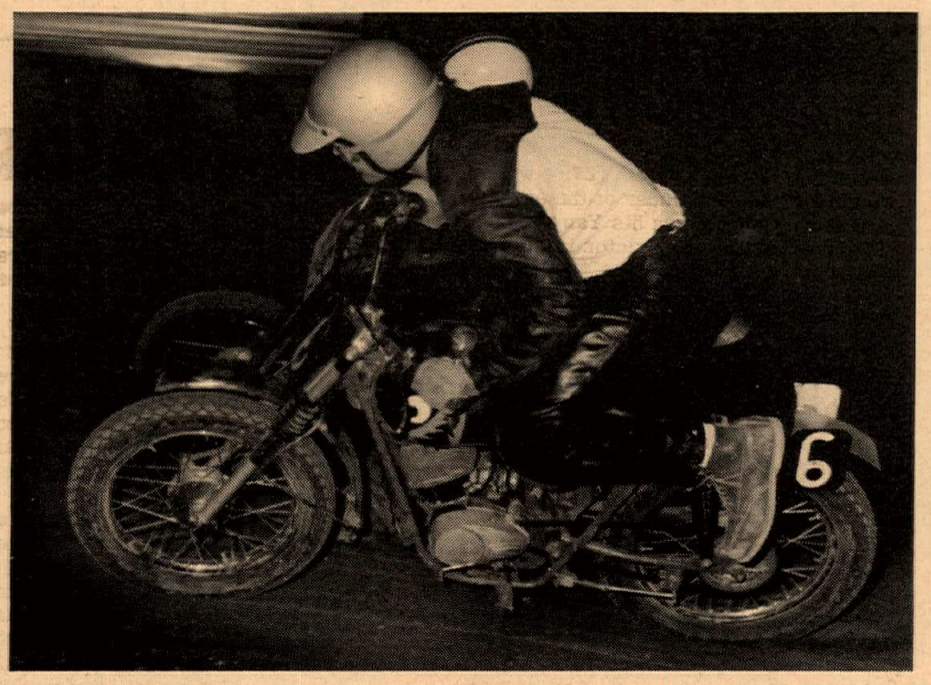
HAM AND SPINKS TOP TROJAN TT JUNIORS

By Mike Capalite
Photos by Bill Pettigrew

SOUTH GATE, Cal., Aug. 29– There was lots of racing and lots of upsets as a record entry of over 80 riders converged on the regular Thursday night program at Trojan Raceway. With the riders being able to ride in both the TT and the short track, many of the riders take the opportunity to get a little more practice at competing in both types of events. It seems that since the popularity of Class A short track has grown so much in the last few months, the popularity of the sportsman short track has grown along with it, in fact, starting September 10 on Tuesday nights, Trojan Raceway will start running 250cc Class A Short Track for a purse of 40% of the gate. As this will be Class A, it means that fuel will be allowed as well as the use of special frames and such.



Hodaka ace Frank Morgan is shown here flying up on his seat due to his dabing a little too hard with the left foot but went on to third in the 100cc Junior TT.

In the Senior Short Track 100cc Class, it was an old familiar story with Paul Wilde being the man to beat with nobody able to beat him, but second went to Gary Bailey (Hodaka) who had entered the short track for the first time, and although he did very well, he was unable to catch Paul's very rapid Yamaha. Third place went to Dan Hazel (Yamaha). The 100cc Junior Division saw an old South track rider who hasn't been out for a few years come back to take top trophy as Gene Cannady (Hodaka) took the win over Vincent Graves (Hodaka) and Mark Blackwell (Yamaha).

Gary Bailey went all the way and also entered his Greeves in the 250cc Senior short track and proceeded to add this class to his list of wins as he topped the Main Event. The 250cc Junior short track went to Larry Shoemaker (Yamaha), but as it was, he had to fight for it all the way as second place man Loyal Penn (Bultaco) was bumping his rear wheel all the way. Gary Scott (Yamaha) finished in the third slot.

The 100cc Senior TT Main was a real go-around as Gary Bailey (Hodaka) and Paul Wilde (Yamaha) had fought it out tooth and nail in the heat race when Paul had taken the lead and when Gary tried to pass him on the inside in the hairpin, Paul closed the gate on him, and there was no place for Gary to go but run over the tires, so this he did and still took the lead. There was a discrepancy as to whether this was covered by the disqualification rule or not and the officials ruled that a rider running over the tires is still in bounds because theoretically this would have a tendency to slow him down or get him in trouble more than help him, but I guess no one ever explained this theory to Bailey because he didn't even slow down going over the tires to take the lead and the win. As they were both moved into the Trophy Dash, it was thought that here would be another battle, but Paul blew it with a wheelie off the line and Gary went on to the TD win. The Main Event provided the race the crowd had hoped for as Gary and Paul went at it hard for the full race with Gary coming out the winner with Paul second and Bryan Spinks (Yamaha) in third. The 100cc Junior TT was another battle between David Ham (Bridgestone) and Jack Morgan (Hodaka) with the two riders changing the lead back and forth with David finally coming out on top with Jack in second and another member of the family, Frank Morgan (Hodaka) finishing in third.

The 250cc Senior TT was another easy win for Gary Bailey (Greeves) as he pulled away from his nearest competition Jerry Formby (Yamaha) to take

Yamaha-mounted Bryan Spinks snatched third place in the 100cc TT Main Event.

the win. In the 250cc Junior TT, it was Bryan Spinks (Yamaha) who put on the show as he was getting around in beautiful style and staying ahead of the second place man Larry Shoemaker (Yamaha), in fact, Gary Bailey may have some trouble on his hands when this boy moves up into the Senior class. Third and fourth place went to Gary Scott (Yamaha) and Irwin Moon (Bultaco).

For a lot of action on Thursday nights, come on out to Trojan Raceway in South Gate, and remember that date for the opening of the Class A 250cc on Tuesday night, September 10. For information on the 250cc Class A, call the number listed in the Cycle News Calendar of Events.

(Results on page 16)

GREGG TAKES FOUR LUCKY SPOKES TROPHIES

Story and Photos by N.A. Williams

BRUSH PRAIRIE, Wash., Aug. 25 – Although the track was wet, and it rained most of the day, Mike Gregg riding his No. 1 250cc Kawasaki won the 250cc Trophy Dash and moved up one class to take the 500cc Trophy Dash, too.

As the Mains started the rain stopped and the track started drying out. As it dried the riders started turning on the speed.

Gregg Does Good

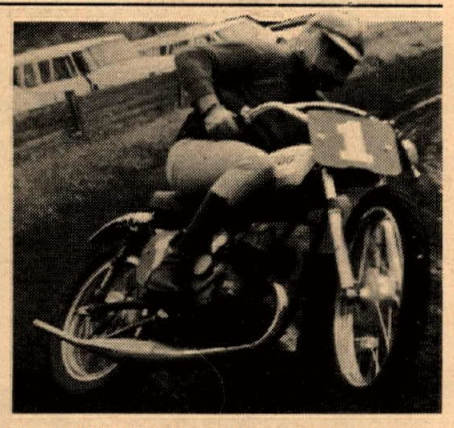
By the time the 250cc A Main came up the speed was almost up to normal for this track. Gregg opened up his 250cc and took the win in this event, then went up one class again to grab the 500cc Main.

Mike just started racing again in July after spending some time in the service. He is now waiting for his Class C Novice license. He is one boy the Novices will have to watch out for.

Wheeler Wails

Bernie Wheeler, on a Honda, aced out Bultaco-mounted Mark Baker to win both

100cc Trophy Dash and Main Event winner Bernie Wheeler entered the 200cc class aboard his 100cc Honda and held a well earned fourth in the A Main. Bernie is especially good on a wet surface track.



Kawasaki rider Mike Gregg won the 250cc Trophy Dash and then entered the 500cc Dash and snatched top brass in that class also.

the Trophy Dash and A Main in the 100cc class on a very wet track. Bernie is a good rider and is always hard to get around, but he is at his best on a wet track and went on to prove it by holding fourth position in the 200cc A Main on his 100cc Honda.

Bernie is now third place in 100cc sportsman point standings for District 22. He is also in seventh place in the 200cc standings and seems determined to move up in both classes.

(Results on page 16)

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SALINAS TT report was delayed in the mail...watch for it
PLUS the Salinas National NEXT WEEK

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HOSAKA TOPPLES LEADERS AT SOUTH BAY

Story and Photos by Bill Harmer

SAN DIEGO, Cal., Aug. 25 – A warm day and a hard-packed, fast course greeted the eager TT aspirants who signed in for the Mesa M.C. festivities at South Bay Speedway (formerly Mesa). With all the District 38 Open Expert hotshoes on hand, an exciting afternoon of close formation scrambling was promised. The Earl Roloff-tuned Triumph that point leader Al Finan rides, was still not in running shape and Al was mounted on Earl's second string bike, a yellow Norton known as "The Iron Pig." Myron Carter, last year's point champ, looked impressive in practice as did Triumph-mounted Don Finan and BSA pilot Earl Barker. Wayne Hosaka, riding Mike Garrett's BSA Gold Star, who has been plagued with bad luck of late was obviously taking it easy in his practice laps getting the feel of his completely rebuilt mount after his crash at Tijuana last week.

In the first series of motos, Tom Lively fell off his 450 Honda and the ambulance had to take him to the hospital. He regained consciousness in the ambulance and as he is a service man, requested to be taken to the Balboa Naval Hospital which is about 20 miles from the track. Racing was suspended for the hour that the emergency equipment was away. During the lull, a wheelie contest was held and the winner was Triumph-mounted Myron Carter. Unfortunately he damaged his front end during the contest and was unable to get his bike on the line for the start of the Open Expert hassle.

Close Open Expert Go

When the final moto of the Open Expert riders got under way it was evident that any one of the three leaders, Finana, Barker or Hosaka could win top honors in the class for the day. Finana held the lead over Barker with Hosaka slightly behind. The three toured lap after lap so close together that they could have played a hand of poker... As the final lap approached, Barker and Hosaka got past Finan and Barker seemed to be a sure winner but in the final sweep, Barker didn't stay on it as long, and Hosaka pulled up even with him and with a final twist of the wick crossed the finish so close that we had to wait for the P.A. announcer to learn that Hosaka had scampered across first.

The other "Barn burner" was the 250cc Expert bash with Vanderpool, Ring and Mills putting on a contest that will be long remembered at South Bay Speedway. Yamaha ace Ray Vanderpool dominated the event by retaining the lead most of the time but he never was able to get a comfortable lead over either Husqvarna-mounted R.W. Ring or Rich Ribley, who has perhaps shown the greatest riding improvement of any Novice rider in District 38 this season, easily captured top honors in the Open Novice class by winning all three of his motos on Mike Garrett's hot Norton thus giving happy tuner Garrett wins in both of the Open classes. Trailing Ribley was second place finisher Gary Pendleton on a Triumph and Wayne Butterfield, also Triumph, who gave Pendleton a good tussle for the second position.

The 500cc motos were completely dominated by 15-year-old Tim Leque, who led all three motos from start to flag-fall on his new Bultaco 360cc Bandido. Triumph-mounted Ellis Bole and Jack Evans on a BSA gave the fans a good show while battling for second honors with Bole showing the advantage when the points were tallied.

BSA-mounted Open Expert Wayne Hosaka (14) passing #6 Al Finan (Norton). Following closely is Earl Barker (BSA). Riders finished 1-2-3.

#48 Ray Vanderpool (Yamaha), hard pressed by #4 Ward Ring (Husqvarna) and #2 Dick Mills (Bultaco), held them off and narrowly won 250cc Expert go.

Rick Ribley (83) leads Open Novice field to an impressive victory on his big Norton.

Another rapidly improving Novice rider is Wayne Clarke who completely demoralized the 250cc Main on his screaming Kawasaki. Bultaco jockey Jack Sweeney kept him nervous however by taking a close second, and Kawasaki-mounted Cliff Williams looked impressive capturing the third spot.

In spite of being poorly patronized, the 200cc event was exciting to watch as two Kawasaki pilots, Larry Collie and Chuck Palmer put on a first class contest for top position with Collie getting the final decision. Bridgestone jockey, Jim Casey showed real riding prowess capturing third.

McGuire Returns

The old master of the hundreds, Jim McGuire, now completely recovered from his burns, took up where he left off and outdistanced the 100cc Experts in all three motos on his reed-induction Hodaka. There was some confusion among the fans when Earl Barker aboard a new Penton, squeezed across the finish about a yard ahead of McGuire in the final moto but it was later announced that Barker was riding the 125cc machine with no points or trophy involved, with the permission of the other riders. Mick Chiara, whose custom Hodaka is a thing of beauty, showed that it has some beans too as he drove to an impressive 2nd place and Wayne Hosaka captured third honors without getting on the track for the third moto.

In the 100cc Main, 11-year-old Yamaha speedster, Earl Roloff Jr. after winning the semi had his mount seize up on him in the grandstand straight and had to retire from a comfortable lead and watch his arch rival, Dave Stauffer, take his Bridgestone on to a close victory over Yamaha rider Sal Peluso, while Frank Smith rode his Suzuki to an impressive third.

In spite of the unavoidable dealy, everyone had a day of fun in the sun. The Mesa M.C. as usual put on a very good program. Their green starting light eliminated bad starts and their "rent-a-cop" security kept unauthorized persons from cluttering up the infield.

The new management of the speedway announced that a new grandstand, electricity and sanitary accommodations were in the planning as well as lights for night races but would probably not be in effect until next season. The next races at South Bay will be the 100cc Gran Prix on September 21 and 22. Saturday will be a day for practice and Sunday for racing. There will be a 70-lap Main for Experts, 50 for Amateurs, 45 for Novices and 25 laps for Powder Puffs. The trophies for the upcoming event were on display and the first place trophies are as big as the one that Cal Rayborn won at Daytona. Starting positions will be according to receipt of entries, so get your application in the mail today. See you then.

(Results on page 16)

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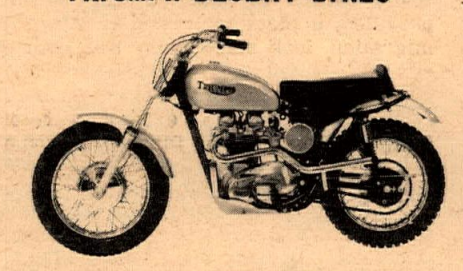

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DRAG RACING

By Bob Ebeling

SURF'S UP AT BONNEVILLE

Two hundred and nine pre-entries for the Bonneville National Speed Trials, hung five and were wiped out. Early arrivals trailered into Wendover, Utah-Nevada on August 17, with little expectation of the disaster that was fleeting about in the form of grey wispy clouds.

For the majority of previous days in the month of August, storms of wind, hail and rain had called on Wendover as frequently as the Greyhound bus. But, enthusiasm's exuberent warmth diminished nature's calling card into a saturated cloud cover of nothingness. Racers were sure all systems would be go, beginning tomorrow.

It was a soon-known fact that the S.C.T.A. had been prevented from laying down cables, the long black line, etc., and on Sunday the 18th of August, prospects for drying out and preparing the surface looked good. As a result machines were inspected by the A.M.A. officials in a local Wendover parking lot to expedite the necessities that prelude a week's running for world's speed records.

What an eager group, these racers! Just a short distance out on the west side of town is an old stretch of highway that was condemned when the new highway was completed. Ah, but the highway engineers didn't appreciate the gusto and need of tranquility in men with a seed of speed in their body. Unusable HELL! A perfect spot of straight line travel that would suffice in what the salt had not provided, a place for tuning at speed. A migration took place from Wendover's city proper, led by one of the outstanding single-engine streamliners. I must here state that the owners were not aware of their role as the Pied Piper, but soon a Bonneville national program was being run on asphalt. All seemed well, until one twin-engine Kawasaki wiped out at a speed in excess of one hundred miles per hour, the rider was dumped ungraciously on his kazoo and the machine was crudely streamlined on one side by removing the protruding carburetors. After that display of ingenuity, the masses moved back to Wendover in anticipation of better sense and conditions on the salt flats for tomorrow.

Alas, nature showed her calm temperament of Sunday as nothing but a ruse, and let loose with the full fury of a low pressure area Monday night and morning. Not a chance for racing today, maybe tomorrow and as the days progressed, tomorrow---tomorro---tom---to-----.

The only speed recorded in five days of waiting, was the draining of cocktail glasses and the galloping of cards, dice and one-armed bandits, with many hours of bench racing and socializing thrown in.

Over Before It Starts

Thursday, August 23 the S.C.T.A. called a meeting at 10 a.m. to decide if further waiting for improved salt conditions would be worthwhile, and finally voted to call it quits for 1968. Many of the entries had already left for home on previous days and the S.C.T.A. decision came as no surprise, but was considered a mere formality. By Thursday p.m., most of the racers and machines had spread towards home like mercury spilled on a glass table top.

Well and good, but the return trips were not traveled in sullen silence as that which usually accompanies defeated racers, but rather with very vehement complaints that are usually produced by someone fleeced by a gypo artist.

Fifty-seven motorcycle pre-entries and a few post-entries had paid a set thirty-dollar entry fee for six days of record attempts and received nothing in return. By all appearances someone was pocketing the 1,700 dollars plus, and fleeing for parts unknown.

Notice I said, "By all appearances." Even I drew a hasty conclusion based on known facts of the evil weather and the prevention of S.C.T.A. to take any action in providing a race program. I only looked at the surface, where timing stands, cables, the black line and grading had not been set up, and decided that there was no cost involved to the governing association. All workers for the timing association are total volunteers; there are absolutely no wages involved. Use of the Bonneville Salt Flat facilities are free of cost, even you or I can obtain the use by filing for a reservation. The only stipulation is that you provide an ambulance service. So what could justify the money retained by the S.C.T.A.?

With just a mere scraping of the surface it was easy to find where the cost to S.C.T.A. had developed. Remember, this is a non-profit organization and subsequently non-profit. Did you see the beautiful 40-page program for 1968 that could be used only this once and yet must be paid for? I saw it, but never for a moment considered the cost. How about advance publicity, paper work and those little blue and white decals dated with the year 1968 and now pasted on many windshields? There must be some pretty involved statistics on the cost involved in that little bit of paper and glue alone! As I said, "Just a mere scraping of the surface." The entry that paid a fee did so because he was not capable of setting up the facilities, including advertisement, and even though no actual record runs took place, he must help foot the bill.

Now relax, there is more news humming on the wire. One individual , long associated with the S.C.T.A., is making every possible effort to reschedule Bonneville 1968 for early October of this year. If Mr. Flanders and some of our motorcycle distributors will cooperate, we may yet witness the actual running of Bonneville's 20th Annual Speed Trials. It may be a long way to Wendover, but it's a lot further in time and space, to 1969.

Bonneville Machines

Many of the entries were re-runs of 1967 and some of the first-timers had provided advance notice so that we knew what to expect. Some real surprises were yet in store, though, such as Dennis Manning's and Don Blessing's 500cc streamlined Suzuki which made its trailered debut. Beautiful, and would you believe 25 total pounds of framework?

Streamliners are running off the garage floors like production work. Scott Laurence of Detroit, Michigan entered a 650cc Kawasaki fuel-burning streamliner. Richard Vesco put full coverage on a 98cc Bridgestone and we had the regulars like Monroe, Richards and Leppan.

One entry really going for broke (or break) was Gary Blessingham of Minneapolis, Minn. Gary was running for an open record on a supercharged and fuel burning 1394cc Harley-Davidson. Gary also could take pride in having the only blown machine pre-entered for 1968.

Now that there are separate classes for those burning fuel and the timid gas consumers, it was possible to count the entries and find 24 on alcohol or better, and the remaining 33 running pump gas. Interesting to note that only one bike below 450cc was a fuel-burner and it was the Dean and Jack Lowe 97cc Honda.

The Jim Enz Memorial Trophy, provided by Cycle News and Lions Drag Strip was left on display at the State Line Hotel and will be awarded at the next Bonneville Speed Trials, be it 1968 or 1969.

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FIRST PRO RACE AT PLACERVILLE

By Pattie Prestidge

PLACERVILLE, Cal., Aug. 17 – "Good evening and welcome to El Dorado County Fairgrounds..." The announcer went on to tell the crowd what they could expect, but no one could have said what fast action we were in store for.

This was the first professional race held at the 1/4 mile Placerville fairgrounds track, made of a clay composition that started to break up by the first heat race.

Action was the key word in practice, sending one rider, #41z Gary Willis, to the hospital with possible injuries.

Fastest qualifier to the pole in the first heat was #190z Phil Hinkle of Stockton riding a Cycle Haven Suzuki. He got off the groove and went down, the win going to #101y Harry Dring of Oakland riding a Yamaha. The second heat brought back a familiar face, #88z Ralph Waldman returning from the armed forces. Ralph rode a Suzuki, taking the lead on lap one and winning it after 6 circuits.

The real shocker was #152z Robert Morgan of San Leandro on a Bultaco, mixing it up with Waldman and #46z Mike Yarn (who was Mr. Indoor of '67). Coming in for lap one Robert was in second place with Yarn on his fender. As they rounded corner #4 for lap 3 Robert went high and Yarn got through. It's great to see a Novice stand up to an Expert.

Hansen/Kawasaki Combo

The announcer had said to watch #124z Davey Hansen on a Cancilla Kawasaki. Off the line into first corner Davey took the lead and his masterful Kawasaki held the lead to win and also taking the fastest of the heats so far. Taking the lead in heat 5 was #22y Bobby Self riding a Lankins Suzuki. Paul Bostrom got in and Bobby took a second with #156y Frank Gillespie in 3rd.

As the program progressed from heats to semis, the first was really something else! Two top Novice racers were really battling, Davey Hansen with Harry Dring on a Yamaha in second just working to take the lead. As they came down the back chute on lap 5, Davey's bike seized and he pulled into the pits.

Semi 3 brought another mishap. Expert #20y Lloyd Houchins riding his Kanemoto Sonic Suzuki took the lead until lap 6 when #104y Nick Theroux on a Honda managed to get his machine pitched low enough coming out of the corner to take the lead. On lap 7 Houchins pulled into the pits and parked his bike. That was all she wrote. A new bike had been pushed too hard.

With the announcer calling for the Trophy Dash, Davey Hansen was pretty upset that his bike wasn't running, as he'd qualified for the Dash. But when Phil Hinkle came off the line you could tell there was no stopping the fastest timer.

Checker Crash!

As they took the checkered flag the dashers were still turned on and Hinkle went down with Ralph Waldman and Nick Theroux joining him. When the riders stood up there were only two machines visible. Ralph Waldman's had gone over the wall! Hinkle received the trophy from the Maid of El Dorado County.

Steve Bales on a Suzuki took the lead in the B Main Event only to have Russ Powell on a Ducati take it on the back chute, with Lucky Threaway on a Bultaco in 3rd. They took the checkered flag after 6 laps.

Finally, the "A" Main Event. On lap one Harry Dring took the lead, the 18-year-old Novice from Oakland. In 2nd was Bob Self, 3rd Paul Bostrom and in fourth it was Wayne Livingston. Self got by Dring but finally in the 6th lap Dring powered his 250cc DT1 back into first place. And taking the checkered flag it was a win to Harry Dring. Harry's bike, the Yamaha DT1, is sponsored by Doug Scherwmer of Cycle Service in Hayward. This young man really flies, so look out, Mr. Mashburn.

(Results appeared last week)

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2nd David Scott – Yamaha
3rd Mike Lane – Yamaha
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100 GP Class
1st David Scott – Yamaha

STOP

and think. Why does Yamaha keep winning important road races like Daytona, Laconia, Mossport?

USE

24 HOUR MARATHON–YAMAHA 350 GRAND PRIX MACHINES FINISH FIRST & SECOND OVER-ALL AT SAINT LOUIS

On August 31 & September 1 Jim Ragan set a new record by covering 870 miles on his Yamaha 350. Of a total of 47 entries only 6 riders finished (only one rider per machine was allowed). Second place went to Yamaha rider Greg Garret, also on a Yamaha 350 Grand Prix.

CAUTION

before buying another brand of motorcycle. Performance is what you buy and Yamaha proves its performance week after week in every type of racing throughout the country.

NOW

YAMAHA TAKES FIRST AND SECOND IN THE 3rd ANNUAL COLORADO 24 HOUR ENDURO

Clint Ellis & Dan Perko teamed up on a Yamaha DT-1 on September 1 & 2 to defeat 33 entries from 8 states. They completed 220 laps to the 196 laps completed by the second place overall finishers of Tim Nunan & Gordon Bryson – who rode a Yamaha 100cc Trailmaster over the 4 mile lap moto-cross course. Only 10 teams of riders and machines finishes. The winning team covered 840 miles.

GO

to your nearest Yamaha dealer and see all 20 of the "EXCITERS". While you're there, look over the DT-1, the 250cc single cylinder Enduro model, that wins everything it touches.

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CYCLE NEWS

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September 26, 1968

AMERICA'S ONLY WEEKLY MOTORCYCLE NEWSPAPER

The latest winner of Cycle News Photo Contest goes to Hawaii Racing News in Hawaii for this super-action shot of Kawasaki rider Cal Hogan departing from his mount at the Kaneone Marine Corps Air Station Scrambles track in Oahu, Hawaii. A crisp $10.00 bill goes to the winner so get your entries in now!